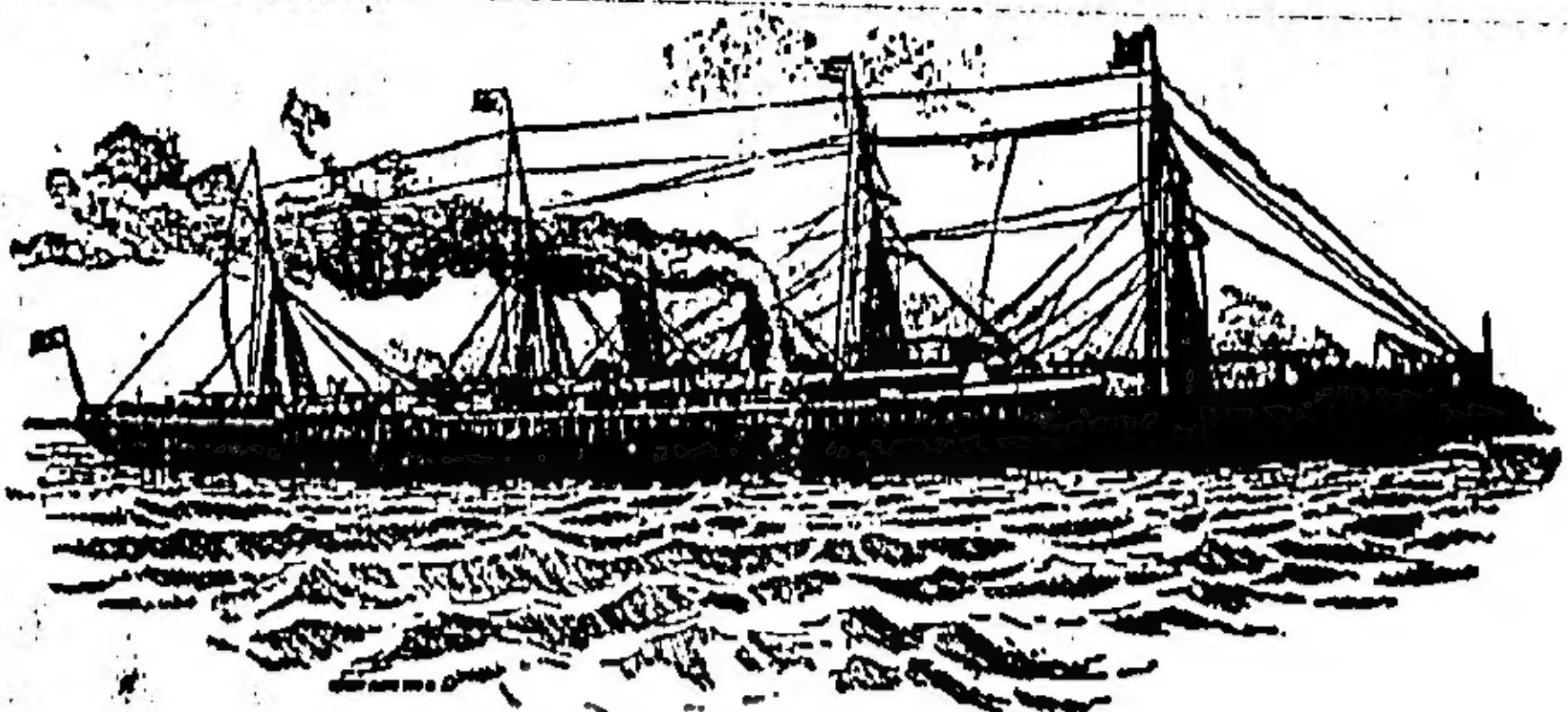


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

| | | |
|----------------------|------------------------|------------------------------------|
| "MONGOLIA" | 13,639 Gross Tons..... | SATURDAY, 3rd September, at Noon. |
| "CHINA" | 5,060 | THURSDAY, 15th September, at Noon. |
| "DORIC" | 4,784 | TUESDAY, 27th September, at Noon. |
| "SIBERIA" | 11,284 | SATURDAY, 8th October, at Noon. |
| "KOREA" | 11,275 | TUESDAY, 1st November, at Noon. |
| "GAELIC" | 4,205 | THURSDAY, 10th November, at Noon. |
| "COPTIC" | 4,352 | |
| "AMERICA MARU" | 6,300 | |

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,275 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P.M. Steamship "MONGOLIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 3rd September, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlanta, and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

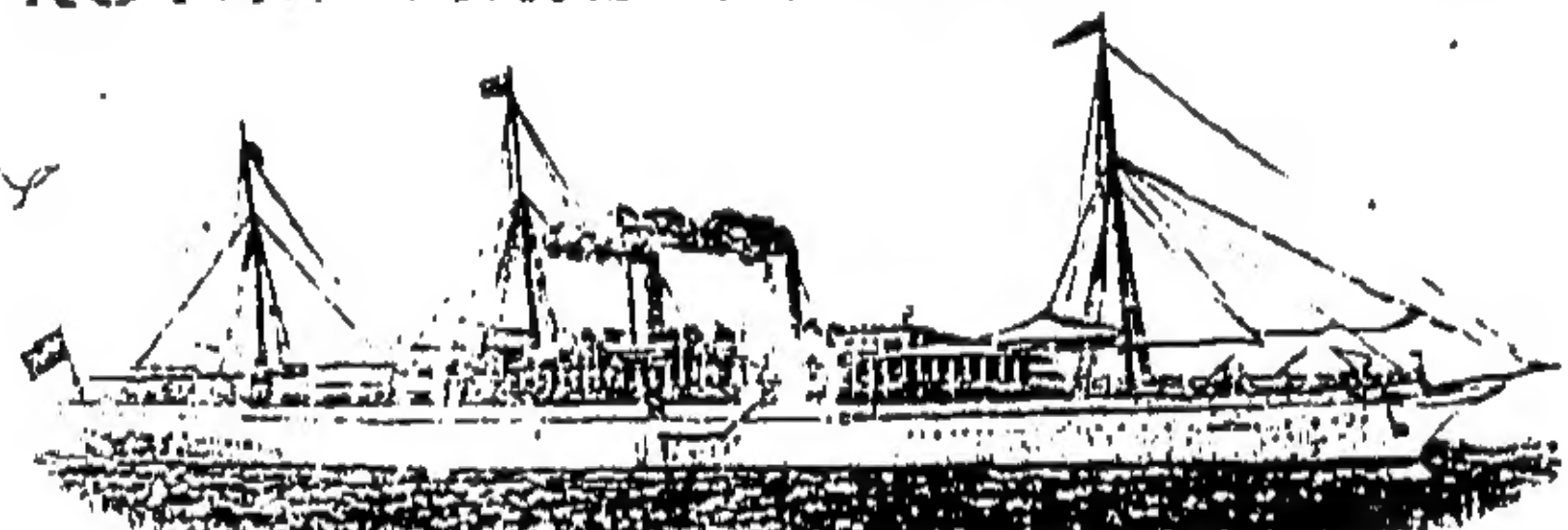
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 24th August, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

| | | |
|---|-----------------|----------------------------|
| "EMPEROR" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 16 Knots. | | |
| PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION). | | |
| R.M.S. "EMPEROR OF JAPAN"..... | 6,000 Tons..... | WEDNESDAY, 21st September. |
| "ATHENIAN" | 2,440 | WEDNESDAY, 12th October. |
| "EMPEROR OF CHINA"..... | 6,000 | WEDNESDAY, 19th October. |
| "TARTAR" | 4,425 | WEDNESDAY, 26th November. |
| "EMPEROR OF INDIA"..... | 6,000 | WEDNESDAY, 16th November. |
| "EMPEROR OF JAPAN"..... | 6,000 | WEDNESDAY, 14th December. |
| HONGKONG SAILINGS TO SHANGHAI.— | | |
| "EMPEROR OF JAPAN"..... | 6,000 Tons..... | WEDNESDAY, 14th December. |

Hongkong to London, 1st Class..... £40. Via St. Lawrence £60. Via New York £62.
Steamers, and 1st Class Rail..... £40. £42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

Hongkong, 24th August, 1904.

HAMBURG-AMERIKA LINIE.
OBTARIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|---------------------------------------|---|--------------------------------------|
| SPEZIA (ex HAMBURG) Miltzoff | HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO). | 30th August. Freight. |
| ANDALUSIA | HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO). | 11th Sept. Freight. |
| SAMBIA | HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO). | 20th Sept. Freight. |
| SCANDIA (ex KONIGSBERG) Behrens | HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO). | 3rd October. Freight and Passengers. |
| SUEVIA | HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO). | 18th October. Freight. |
| BRISGAVIA | HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO). | 1st Nov. Freight. |

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Onsen's Buildings.

Hongkong, 20th August, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

| | | |
|---------------------|-----------------|------------------------|
| S.S. "HONAM," | 2,363 tons..... | Captain R. D. Thomas. |
| "POWAN," | 2,338 | G. F. Morrison, R.M.R. |
| "FATSHAN," | 2,300 | W. A. Valentine. |
| "HANKOW," | 3,073 | B. Branch. |
| "KINSHAN," | 2,860 | J. J. Lossius. |

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

| | | |
|-------------------------|-----------------|----------------------|
| S.S. "HEUNGSHAN," | 1,998 tons..... | Captain H. D. Jones. |
|-------------------------|-----------------|----------------------|

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

| | | |
|------------------------|----------------|--------------------|
| S.S. "LUNGSHAN," | 2,19 tons..... | Captain T. Hamlin. |
|------------------------|----------------|--------------------|

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD.; THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

| | | |
|----------------------|---------------|--------------------|
| S.S. "SAINAM," | 588 tons..... | Captain J. Wilcox. |
| "NANNING," | 569 | C. Butchart. |

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES
TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper
Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.
Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st June, 1904.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR
AND GENERAL COMMISSION
AGENTS,
16, DES VŒUX ROAD CENTRAL,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM,
3rd
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES

Hongkong, 15th December, 1901. [804]

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWEL
LERS AND WATCHMAKERS

EASTMAN'S
KODAKS AND FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
16, House Road.

[S now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a speciality.
Hongkong, 2nd September, 1904. [784]

THE HONGKONG
STUDIO,
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING
and COPYING in all Sizes.
LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.
Hongkong, 15th September, 1903. [1]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—
SIEMSEN & CO.

Hongkong, 10th January, 1903. [785]

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.
Hongkong, 30th July, 1904. [892]

THE AMERICAN SYSTEM
OF
DENTISTRY.

M. H. CHAUN, D.D.S.,
37, DES VŒUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904. [18]

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 85 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in, or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. O. (4th).

Yokohama, May 11th, 1903.

[595]

GO TO
CHAZALON & CO.

FOR
BLACK and WHITE.



- PRICES -

BUCHANAN BLEND \$12.50 per Case. BLACK AND WHITE \$16.50 per Case.

ROYAL HOUSEHOLD \$20.50 per Case.

Hongkong, 24th August, 1904.

[707]

Hotels.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[29]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[32]

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D' Hote at Separate Tables

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902.

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

[637]

THE RAMSGATE OF HONGKONG.

METROPOLE HOTEL.

THREE miles out on the Shau-ki-wan Road,
Trams pass the doors every few minutes.

The only House on the Road.

The popular resort of the Colony, occupying a charming seaside situation and command-
ing the most extensive view of the Harbour and Kowloon Peninsula.

Excellent accommodation for a few Boarders.

Good Sea Bathing.

Refreshments served of the first quality only.

Private Tiffin and Dinners, prepared in first-class style on the shortest notices.

Dinner Parties and Picnics catered for.

JAS. OHBISTIE,
Proprietor and Manager.

Hongkong, 19th August, 1904.

[89]

GO TO THE
KOWLOON HOTEL,
KOWLOON. J. W. OSBORNE,
Proprietor and Manager.

[33]

Intimations.

HONGKONG HOTEL COMPANY,
LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel, on SATURDAY, the 27th August, 1904, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1904, with the Report of the Directors, and to discuss any matter that may be competently brought before the meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th August, both days inclusive.

By Order of the Board,

C. MOONEY,
Secretary.

Hongkong, 17th August, 1904.

THE HONGKONG & KOWLOON WHARF
AND GODOWN CO., LD.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Hongkong and Kowloon Wharf and Godown Company, Limited, will be held at Messrs. Jardine, Matheson & Co.'s Offices, Pedler Street, Victoria, Hongkong, on WEDNESDAY, the 31st day of August, 1904, at 12.15 o'clock in the afternoon, when the following Resolutions will be proposed.

Should the said Resolutions be passed by the required majority they will be submitted for confirmation as special Resolutions to a second Extraordinary meeting, which will be subsequently convened.

1. That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 10,000 new shares of \$50 each.
2. That such new shares be issued at a premium of \$30 per share and be offered to those persons who are registered as Shareholders of the Company on 1st October, 1904, in the proportion of one new share for every complete three shares held by them on 1st October, 1904.
3. That the amount due for the new shares be called up on 31st December, 1904.

Dated the 15th August, 1904.

By Order of the Board,

EDWARD OSBORNE,
Secretary.

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent, or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 22nd June, 1904.

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the half-year ending 30th June last at the rate of ONE POUND AND TEN SHILLINGS STERLING PER SHARE OF \$125 is payable on and after MONDAY, the 22nd day of August current, at the Office of the Corporation, where Shareholders are requested to apply for WARRANTS.

By Order of the Court of Directors,

J. R. M. SMITH,
Chief Manager.

Hongkong, 20th August, 1904.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 12% per Share and BONUS of 4% per Share for the six months ending 30th June, 1904, declared at Monday's Ordinary Half-yearly Meeting, will be payable at the premises of the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 23rd August, and Shareholders are requested to apply for DIVIDEND WARRANTS at the Company's Office, Queen's Buildings, New Praya.

By Order of the Board of Directors,

THOS. I. ROSE,
Secretary.

Hongkong, 22nd August, 1904.

CHINA SUGAR REFINING COMPANY,
LIMITED.

NOTICE.

IN accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND OF FIVE PER CENT. for the half-year ending 30th June, 1904, on the Paid-up Capital.

DIVIDEND WARRANTS payable on MONDAY, the 29th August, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from 15th to 29th instant, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents.

Hongkong, 9th August, 1904.

Intimations.

WANTED.

A SITUATION as GENERAL ASSISTANT in a Mercantile Firm. Advertiser has knowledge of BOOK-KEEPING and TYPE-WRITING. First-class testimonials.

Apply to—

"W."

Clo Hongkong Telegraph.

Hongkong, 6th August, 1904.

WANTED.

A SECRETARY FOR THE SINGAPORE CLUB. Applicants should send in, as soon as possible, particulars of their previous employment with copies of Testimonials to the Chairman of the Committee, Mr. E. C. ELLIS, 10, Collyer Quay, Singapore, from whom all particulars can be obtained.

A. G. HILLS,
Secretary.

17th August, 1904.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING TO SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT COS., OCEAN S.S. CO. and CHINA MUTUAL S.S. CO.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904.

ROYAL AERATED WATERS
MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATRY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was, really surprised at the compactness of our factory and also the methodical way in which every thing pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited, and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point, Tel. 367. Depot, Ice House Street. Tel. 374. Dr. V. DANENBERG & F. P. DANENBERG, General Managers.

Hongkong, 20th May, 1904.

IMPORTANT NOTICE.

FRESH ARRIVALS.

BY GIVING A VERY LARGE ORDER,

WE HAVE SECURED THE

CO-OPERATION

OF THE MAKERS OF THE

"APOLLO
MASTER
PLAYERS"

IN LOWERING THEIR PRICES, AND
WE NOW OFFER THEM FROM
\$365 TO \$850.

NEW

CONSIGNMENT

JUST ARRIVED

PER S.S. "EMPERESS OF CHINA"

WE WILL SUPPLY AN UPRIGHT

IRON GRAND AND A PIANO

PLAYER FOR \$825. CASH OR

CREDIT TERMS.

These Players have been tested in Hongkong

for 5 years (at Peak included) without a

Single Failure, which can be said of no other

Player.

THE

ROBINSON PIANO

Co., Ltd.

Hongkong, 2nd August, 1904.

PORT ARTHUR DOOMED.

GREAT PREPARATIONS.

A HUNDRED EIGHT-INCH GUNS.

(From the "Daily Telegraph")

War Correspondent.

MR. BENNET BURLEIGH.

Tokio, June 10.—As I guessed would be the case, the Russians have not had the wisdom and hardihood to withdraw from Port Arthur before it was invested. It may be that there are many counsellors of the Tsar who believe that the fortress will successfully resist all assaults; that very soon the arms of Russia will repulse the Japanese forces and relieve the beleaguered garrison. I, therefore, repeat that it is about as certain as things go in war and ordinary human affairs that Port Arthur will fall, and most probably in a few weeks. If Kuropatkin pushes forward to try issues with the investing troops he will only succeed in rendering Russia's position still more hopeless. Assuming the contingency that Port Arthur does fall, what next for Russia? Oh, Vladivostok is impregnable! Not a bit of it, Messieurs les illusionistes! It is more vulnerable to isolation and capture than Port Arthur. Should the war proceed that will be demonstrated. Let that much in the line of a forecast of events here suffice. To turn back to Port Arthur. The Japanese, with terrible deliberateness, are completing their grim preparations for its capture. Truly that Russian stronghold is doomed. Whatever Admiral Togo may do upon the sea, the Japanese army are determined that at all hazards the place shall be taken. Fortified by fortress, walled, banked, and protected from flanking fire, with outlying works, trenches, mines, and entanglements, one by one they will be battered and stormed by at least thirty thousand soldiers who have joyously pledged themselves thereto, to death or glory. There will be wild and lawless struggles and lurid scenes. But the Japanese will eventually get inside and conquer. The Russian fleet may, meanwhile, persevere in striving to clear a fairway by blasting the obstructions sunk at the harbour's entrance, and then escape to sea, or it may venture to engage Admiral Togo, so as to delay, if possible, the climax. But Togo and his sailors can be confidently trusted to checkmate every move of their adversaries. A day or two ago I saw a parade of a big battalion of Japanese blue-jackets. A higher-averaged, better set up, handier, more truculent-looking body of sea-bull-dogs I have never seen, not even in Portsmouth. Their faces were an index to their frames and character; steady, strong, boldly fit for any encounter; men of the old days, that would fight with their legs shot away until their ships sank beneath them. I am conscious that I am not over-gauging their fighting qualities, nor am I forgetting their training and much of their splendid naval spirit they owe to British officers.

Before, but more particularly since, the battle of Kinchow, soldiers and sailors have been forwarded by tens of thousands to the Liaotung Peninsula. Which, with other things, goes to show that the Japanese are now hastening to make an end of Port Arthur and the Russian defence south of Mukden. Nor has the great embarkation which has been going on for two weeks past by any means been yet stayed. Day and night troops are hurrying to the seat of war. The majority are men of a most excellent soldierly type, matured, and fully as good as the best regiments sent off with the First, Second, or Third Armies. Nearly all of them have seen service, and wear medals which were won in the last two wars. They are mostly men of between thirty and thirty-five years of age, sturdy, tall for Japanese, admirably disciplined, and of resolute bearing. As I have intimated, there are now three armies in the field, and the fourth is on the move to the scene. The First Army is under General Kuroki, the Second Army under General Oku, and the Third Army is under General Nogai. At this stage I will not say whether any one of these armies musters but fifty or one hundred thousand strong of all ranks. Whilst General Kuroki, with the help of a portion of the Second and Third Armies, holds General Kuropatkin in the north, the remainder, with a large and special force of thirty thousand "stormers," are closing in upon Port Arthur. Some delay must ensue, because Dalny and Tientsin-wan have to be quite cleared of mines, so that siege guns and ammunition can be landed and conveyed to the assigned positions marked for primary attack. Another painful artillery surprise awaits the Russians who are shut up in their works in and around Port Arthur. Not only is there an immense park of siege guns set apart for the task of assisting the infantry and the stormers to advance, but there are in addition one hundred 8-in. modern cannon to be used to help to reduce the fortresses. How have the Japanese managed with so little money to provide such a number of powerful long-range guns? Brains, economy, and industry combined have enabled them to obtain this huge store of such costly war material, just as they have by the same means secured their present unique position amongst the nations. A concentrated fire of even fifty of such big guns upon any outlying Russian works will soon render these places untenable, and make the position of the garrison appear hopeless. I well remember in the earliest days of the Boer war, before Colenso heights, how I urged upon the general the wisdom of bringing up by train and putting upon temporary sidings just six 6-in. naval guns, in addition to the 4.7's, so as to pulverise the position and open a road into Ladysmith. But the cost, &c., so many reasons were interposed. The Japanese, wiser in their generation, look ahead, and put the material upon the ground sufficient for the work. And they carefully have everything ready before they start to hammer their opponents.

CREATURES WHICH SLEEP THROUGH THE SUMMER.

When the heat of a tropical or semi-tropical summer dries up every pool and parches the ground to such an extent that it is difficult for animals not endowed with great powers of locomotion to find the wherewithal for existence, they compromise with nature by sleeping off

the season of heat and scarcity. The winter sleepers are all pretty well known, but owing to the "hibernators" or summer sleepers, being for the most part inhabitants of tropical countries; far removed from the path of trained observers, we are less acquainted with the species practising that means of shunning the heat and the drought of summer. Indeed, at present only one mammal is known which does so. This is the tenrec of Madagascar, a beast resembling a hedgehog, and which retires to its burrow and sleeps during the hottest three months of the year. However, it is believed that the West African dormouse is a summer sleeper, though this species, when it has been brought to northern climes, foregoes its hibernation, and hibernates instead.

In South America and Africa various reptiles hibernate, if not in the manner described, at least so perfectly that their summer somnolence is quite comparable with the winter sleep of the temperate zone forms thereof. In the llanos, or plains, of Venezuela, the alligator, the land and fresh-water tortoises, the boa-constrictor, and several of the smaller kinds of serpents, lie motionless in the indurated mud during the hottest period of the tropical summer. But their dormancy is by no means as perfect as that of some hibernators, marmot, or a hedgehog, or a woodchuck, for instance, any one of which, when in the depth of its winter torpor, may be tumbled about like a ball, and yet, except for a few feeble respirations, exhibit scarcely any sign that it is conscious of being despitely used.

In Brazil, Australia, and South Africa, lizards, frogs, tortoises, and insects pass months of the rainless season enclosed in hard earth, and in India many species of fishes during the dry season and long-continued droughts live in a torpid condition, imbedded in the indurated clay. There are instances in which fishes have survived in this condition for more than one season. Ponds known to have been dry for several months have swarmed with scaly inhabitants as soon as the accumulation of water released them from their hardened bed.

In Arizona, a land of great summer heat and drought, much the same phenomenon has been noticed. Pools in the desert, surrounded on every side by an arid region, across which it would have been scarcely possible for water-fowl to convey the living spawn of fishes or batrachians, as soon as the thunder showers fill them are found to contain fishes, frogs, and fresh water molluscs of which not a trace could previously anywhere be seen.

But perhaps the best and most extraordinary as well as the best known of such instances of hibernation are those of the mudfish of Africa, and its relations in the rivers of South Africa and Queensland, which are provided not only with gills, but with a rudimentary lung. They can thus breathe ordinary air, and at the time they are encased in mud they leave a small opening through which they can inhale it.

Some land molluscs are singularly sensitive to heat and moisture. The desert snail lies hidden during the day, but when the sun goes down and the heavy night dew covers the herbage it creeps forth to feed, retiring before the heavens are ablaze with light.

The same species has been known to remain glued down to a board in a museum case, and after a lapse of four years, to the amazement of the curators, revive after being plunged into water.

Hibernation and reactivation it may, therefore, be said, are practically the same.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 1/9 9/16
Do. demand 1/9 9/16
Do. 4 months' sight 1/9 13/16
France—Bank T.T. 2.26 1/2
America—Bank T.T. 43 1/2
Germany—Bank T.T. 1.83 1/2
India T.T. 1.34 1/2
Do. demand 1.34 1/2
Shanghai—Bank T.T. 7 1/4
Japan—Bank T.T. 88 1/2
Singapore—Bank T.T. Nominal
Java—Bank T.T. 10 1/2
Buying.
4 months' sight L/C 1/9 15/16
6 months' sight L/C 1/10 1/16
30 days' sight San Francisco & New York 4 1/2
4 months' sight do. 4 1/2
30 days' sight Sydney and Melbourne 1/10 3/16
4 months' sight France 2.30 1/2
6 months' sight do. 2.32 1/2
4 months' sight Germany 1.88
Bar Silver 20 1/2
Bank of England rate 3 1/2

OPIMUM QUOTATIONS.
To-day's quotations are as follows:—
Malwa New @ 980/1,020
" Old @ 1,050/1,100
" Older @ 1,130/1,200
" Oldest @ 1,250/1,320
Patna New @ 1,192 1/2
Benares New @ 1,160
Persian Paper @ 850/900

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions from W. T. PUDDEPHAT, Esq., to Sell by PUBLIC AUCTION, TO-MORROW, the 16th August, 1904, at 2.30 P.M., within his residence, No. 3, Lyemooch Villas, Kowloon, THE WHOLE OF HIS

VALUABLE HOUSEHOLD FURNITURE.

Comprising:—
DOUBLE IRON BEDSTEADS with WIRE and RATTAN MATTRESSES, MARBLE-TOP WASHSTANDS, TEAK-WOOD WARDROBES with BEVELLED GLASS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, MOROCCO-COVERED ARM CHAIRS, TEAKWOOD SIDEBOARD with GLASS, DINNER WAGON, DINNER SERVICE, GLASSWARE, MARBLE-TOP BLACKWOOD FLOWER STANDS, PICTURES, COOKING STOVE and UTENSILS, &c., &c.

ALSO
3 COTTAGE PIANOS, one by Dunno, Ellis & Hill, London, and the other by Jul. Bernh. Schroeder, Magdeburg, (both in good order and condition);

AND
A Quantity of PALMS in POTS, Catalogues will be issued.

TERMS:—As usual.
N.B.—Most of the above Furniture is Marine-burk's make.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 25th August, 1904.

Intimations.

YOU WILL NOT

be deceived. That there are cheats and frauds in plenty everybody knows; but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The men who try that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged and deluded; especially are they slow to place confidence in published statements of the merits of medicines. The remedy known as

WAMPOLE'S PREPARATION

is as safe and genuine an article to purchase as flour, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be plain to everybody. It is beyond price in Anemia, Insomnia, Weakness and lack of Nervous Tone, Poor Digestion, Wasting Diseases, La Grippe, Lung Troubles and Blood Impurities. Science can furnish nothing better—perhaps nothing so good. Dr. W. H. Dalfé, of Canada, says: "I have used it in my practice and take pleasure in recommending it as a valuable tonic and reconstructive." It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is limited. Sold by chemists throughout the world.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING."

Captain Page will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. *Perseverance's* wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00
" Return " \$3.00, " \$5.00

Time and Dinner may be had on Board at \$1 each meal.

YUK ON & Co., LD.

Hongkong, 8th August, 1904.

IMPORTANT NOTICE.

TO HEADS OF FAMILIES, HOTEL-KEEPERS, CLUBS, BOARDING-HOUSES AND MESS.

MR. H. RUTTONJEE is prepared to DELIVER BREAD

IN HONGKONG AND KOWLOON.

The Sanitary Arrangements are as nearly perfect as possible, and the work is under constant foreign supervision only.

The best Flour is used. Brown Bread made from the well-known Graham flour Aspalcity.

H. RUTTONJEE,
No. 5, D'Aguiar Street,
or,
36 to 38, Elgin Road, Kowloon.

Hongkong, 23rd August, 1904.

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5 per Cask ex Factory.

In Bags of 250 lbs. net \$3 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 1st August, 1904.

FOR SALE.

ONE ICE-MAKING MACHINE with GAS ENGINE complete.

For full Particulars, apply to
HUGHES & HOUGH,
8, Des Voeux Road.

Hongkong, 27th June, 1904.

FOR SALE.

INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers, free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.

Hongkong, 17th November, 1903.

Entertainments.

HONGKONG VOLUNTEER CORPS.

A PROMENADE CONCERT

will be held at
VOLUNTEER HEADQUARTERS,

on

SATURDAY,

August 27th, at 9 P.M.

Tickets \$1 and \$1.
May be obtained from Kelly & Walsh or
Volunteer Headquarters.

If wet, the Concert will take place at the
Theatre, City Hall.

Hongkong, 22nd August, 1904.

[959]

FAREWELL PERFORMANCE
AND
GRAND TESTIMONIAL BENEFIT

AT THE

METROPOLE THEATRE.

SATURDAY, AUGUST 27TH.

A Special Programme Arranged.

M. R. CHRISTIE announces that Saturday's performance will be the last for several weeks, as he contemplates making extensive improvements to the Theatre, including the installation of an Electric Light plant.

This Performance will also be made the occasion of a Grand Testimonial Benefit to his Business Manager, Mr. CHARLIE WARE.

Prices \$2 and \$1.
Soldiers and Sailors, in uniform, half price.

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT
TO
HIS EXCELLENCY
THE GOVERNOR.

THE HONGKONG DISPENSARY.

ALEXANDRA BUILDINGS.

CHEMISTS.

DRUGGISTS.

PERFUMES.

CIGAR AND CIGARETTE MERCHANTS.

AERATED WATER

MANUFACTURERS.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

A. S. WATSON & Co.,
LIMITED.

Hongkong, 16th August, 1904.

TELEPHONE NO. 154.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859

A CHEE & CO.,
祥利廣

17, QUEEN'S ROAD.
FURNITURE
DEALERS.

DRAWING ROOM,

DINING ROOM,

and BED ROOM

FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING AND PRINTING

UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

E. C. WILKS & Co.,

MARINE SURVEYORS,

CONSULTING ENGINEERS AND

NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.

Salvage Work undertaken.

Ship Designs and Specifications prepared.

Agents for the Construction and Sale of Steam

and Motor Launches.

Contract for New Tonnage on reasonable terms

with First-Class Builders.

A large stock of Canadian Asbestos, and

Asbestos goods kept.

Agents for Messrs. Allen & Sons Electrical

Plant and Centrifugal Pumps.

Telegram Address: Telephone—No. 358.

MARINEWORK.

Hongkong, 3rd May, 1904.

NOTICE

All communications intended for publication in
"The HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.
Only such business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$20 per annum.
WEEKLY—\$13 per annum.
The rates per quarter of a year, in advance, are
proportional. The daily issue is delivered free when the address is
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additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies: Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 25, 1904.

THE POST OFFICE.

Postal affairs have perplexed and vexed
heads and souls for many a long year; and
the citizens of Victoria appear to be again
in a quandary as regards the expeditious
delivery of their letters. The Govern-
ment has had ample opportunity of
seeing the inner working of the department,
but is lagging in the requirements for present
and future improvements. It now rests with
H.E. Sir Matthew Nathan to ascertain in
which direction these can best be effected.
To our mind the most expedient method of
bringing about a change for the better is by
an increase in the staff which would involve
but a small expenditure from the exche-
quer in comparison with the benefits that
would be derived. Our new Governor
recognises that one of his greatest tasks, now
and in the future, lies in the development
and the safeguarding of the Colony's com-
merce, and to this end it will be admitted
that anything tending to expedite the hand-
ling of our mail matter is of the utmost
importance. Complaints are frequently be-
ing heard of the delivery of letters long after
the arrival of a steamer, and several hours
after the mail bags have been handed in at
the Post Office. In many instances this can
be attributed to the fact that out-going mails
are given precedence over those arriving
as the liners have to be despatched on
schedule time. Surely, this should not
affect the incoming mail. In fairness to the
members of the staff of the Post Office,
than whom there are no more energetic
workers in the Colonial service, it must be
stated that whenever practicable correspon-
dence is delivered with the utmost despatch.
There is no doubt that the whole fault rests
with Government who should certainly pro-
vide for an increase in the staff to enable
the officials to deal more expeditiously with
the ever increasing bulk of correspondence
arriving at, and being despatched from, the
Post Office.

BACK TO MUKDEN.

It has been generally stated that Mukden,
the capital of Manchuria, is the point from
which the Russians will make a stand with
all their concentrated forces, and from which
they will build up a line, or lines, of commu-
nication to follow them up slowly, but surely,
in retrieving temporary losses. Whether this
will be so or not remains to be seen in a later
development of the war, but in the mean-
time it will not be out of place to make a
rough survey of the place itself, its capabili-
ties and its chief interests. To most people
Mukden is little more than a name, and
derives its interest mainly from the more or
less frequent mention it receives in the pre-
sent operations. To the Russian it is, how-
ever, in a sense, almost what Hongkong is to
ourselves; for it is the centre of an enormous
trade from the whole of Northern Manchuria
in connection with the port of Newchwang,
and, also, it is the political centre from which
the strings of administration are worked.
The moral effect of its loss would, in all prob-
ability, be more than anything else disastrous
to the Russian cause in view of the fact that
it is the home of the Manchu dynasty and,
as such, is sacred. It is not probable that
Mukden would, however, have been chosen
as a military base if its selection had been
purely a matter of military considerations,
for it does not lend itself readily to fortifica-
tion standing, as it does, on a great plain
about 300 feet above the sea level. One
may, therefore, conclude that the fortifications
are of a temporary character, in the main;
since anything more would have meant a
considerable expenditure in undue propo-
sition to immediate surroundings. Indeed,
probably the only real call for defences lay
in the bands of robbers which infest this
part of the country, and with a Russian
garrison in the immediate vicinity attacks
from this direction would be highly probable,
considering the odds against which such
bands would have to contend. Thus we
may be pardoned for accepting accounts of
its strong defences with a certain amount of
reserve. True, the town is probably well
stacked with military stores, and as a depot
for such is bound to be defended to some
extent; but we contend that this accumula-
tion of stores has taken place mainly since
the war began, and thus we are led to infer
that the greater part of the defences have
been constructed within very recent times.

Now, as to Mukden's importance, as a base
from which Russia will advance after being
retreated and evolved a plan of directing
offensive measures. We are here inclined
to wonder at the benefit to be gained on
the Russian side; for it would appear that
the advantage of a battle on a large scale
is distinctly with the Japanese. Communica-
tions are, of course, the backbone of an army,
and those of Russia would be concentrated on
the Central Chinese Railway recently built
in a hasty manner, if at all, with the Great
Siberian route. At Harbin there will lie be-
hind the Japanese three distinct arteries by
which they may be in touch with the coast.
These are the Central Siberian railway to
Newchwang and the peninsula of Liao-
tung, the railway to Sin-min-tung some
thirty miles to the west of Mukden, and
perhaps, most important of the three, the
Liao river which is navigable to within a
few miles of the position. Moreover, where-
as the Russian railways will all have to be
carefully guarded from local bands of
adventurers, the Japanese will, in all
probability, derive more help than hindrance
from the people whom they are relieving
from a considerable amount of oppression.
Again, we are inclined to gather from the
rumoured severity of Russian discipline that
the enlistment of Chinese and Manchurians
will create a less favourable impression on
the native minds than the prospect of pos-
sible enlistment in the Japanese forces or,
at any rate, Japanese protection. The pas-
sage of a victorious army through a country
creates an impression of power that is not
easily argued against.

LOCAL AND GENERAL.

A PLAGUE victim has been found on the fore-
shore at Hung Hom.

CAPTAIN Channer has left Colombo to survey
the locality of the unknown rock off the South
coast of Ceylon, on which the N. D. L. S. S.
Prinz Heinrich recently struck, and take bear-
ings of the rock and chart it for the Board of
Trade.

Mr. Frank Bostwick, of Springfield, Ohio, has
been appointed Court Clerk to the Sultan of
Morocco's household. A legal agreement states
that Mr. Bostwick, while attending to the teeth
of the royal ladies in the harem, shall act under
the supervision of two of the Sultan's officers,
armed with battle-axes.

A CHINESE old hand, under the pretence of
"looking for a friend" entered a tailor's shop
at 15, Burd Street, yesterday at a time when
the operatives were engaged at lifing. He took
off his pants, put on a new pair of dittos, and
then resumed his old and time stained clobber.
Two months' hard labour and four hours' stocks
was his guerdon at the hands of Mr. Kemp this
morning in the second Police Court.

By kind permission of Lt. Col. Iremonger and
officers, the Band of the 93rd Burma Infantry
will play the following programme of music at
the King Edward Hotel, during dinner, on
Friday, the 26th instant (weather permitting).
March—The Washington Post—Scott
Idyll—Hawthorne—Moret
Selection—Merrill England—German
Song—Liebesleid—Karoly Klav
Selection—Reminiscences of Scotland—Godfrey
Valse—Blue—Margie
Lancers—The Treador—Williams
God save the King.

A VENERABLE Chinese came before Mr. Gom-
pertz this morning and charged his juvenile
son with the robbery of various articles of
jewellery belonging to him. It seemed that
the boy stole the jewels, pawned them and then
abandoned. The property was recovered but
prisoner was not arrested until yesterday. It
appeared from the evidence that the accused
had been guilty of pilfering from his father
previously and seemed incorrigible. His Wor-
ship ordered him to be imprisoned for one day,
and to receive 12 strokes of the birch. The
father said he would then take the boy back,
and try to induce him to lead an honest life.

ON 13th July, Col. Youngusband announced
that "the mission would proceed to Lhasa."
The advance began the next day. But the day
before Col. Youngusband's proclamation the
following companies had been registered—
Copper Mines of Tibet, Limited, Lhasa Gold
Mines, Limited, Lhasa Exploration Company,
Limited, Lead Mines of Tibet, Limited, Ti-
bet Mining and Finance Company, Limited,
Tibet Mining and Minerals Company, Limited,
Tibet Exploration Company, Limited, Tibet
Corporation, Limited, and Goldfields of Tibet,
Limited. The intelligent anticipation of these
early birds is creditable even in an age of
hustling.

THE roll of living missionaries associated with
Protestant work in China contains no name
more honored than that of the Rev. Dr. Griffith
John, of the London Missionary Society, who
is approaching his jubilee as a Christian
missionary. Such an event is, of course, rare
in the history of any society, and it is not sur-
prising (says the *Yorkshire Post*) to hear that
plans have been made in China for com-
memorating the event. Certainly much is
likely to be heard of the subject at home. A
career such as that of Dr. Griffith John, of
course, entails the warm sympathy of Church-
men as well as of Nonconformists. Thirty
years ago he was making journeys in the
remote provinces of China, which, if they had
been performed by an ordinary traveller, would
have been talked of on all sides.

CANDLES and refined language must have been
at a premium in some offices this afternoon in
consequence of the flare up of the electric light,
which at times sprang into being and as sud-
denly disappeared.

OWING to the interruption of the Amoy-Shang-
hai cable for repairs all telegrams handed to
the Great Northern Telegraph Co. for Shang-
hai and the North are being handed over for
transmission to the Eastern Extension Tele-
graph Company. Restoration is soon ex-
pected.

By kind permission of the Commander of
Police, The String Band will play the
following programme of music at the Macao
Hotel from 7.30 p.m. to 9.30 p.m. on Saturday
next, the 26th inst.

March—"Old Glory"—Carl Weber
Overture—"Tancrède"—J. Rossini
Waltz—"Summer Evening"—Waldteufel
Selection—"Faust"—Gounod
Waltz—"Forest Song"—Carl Weber
The Lost Chord—"The S. Sullivan
Mazurka—"Zanone"—Hofstad
Polka—"Keppake"—Carl Weber

At the Supreme Court this morning, three-
small bankruptcies were down for hearing.
Several solicitors attended with their clients
and witnesses but owing to the absence of the
Chief Justice (Sir William M. Goodman) the
session had to be postponed. His Lordship
could not leave the Peak owing to the weather.
Later on (about 2 p.m.) he arrived at the
Supreme Court and conducted certain business
in Chambers. The Chief Magistrate (Mr. H. H.
J. Gompertz) was delayed for the same reason
and did not reach the Magistracy until after
eleven o'clock.

THE Prince Line of steamers is to join the
Howard Houlder, Rowat and Co. line in their
trade to the Far East. The firm has, for the
past eighteen months, been running a line of
ships from New York to Singapore, Manila
and similar ports in the Far East, and the ar-
rangements now concluded with the Prince
Line will, without doubt, go far to strengthen
their position. The fine new steamers which
the Prince Line have lately added, to its fleet
must prove a valuable addition to the tonnage
in the trade. The service will now maintain a
monthly schedule of sailings with more fre-
quent departures should the necessities of busi-
ness demand it, as, with the inclusion of the
Prince Line, all arrangements are perfected for
supplying any demand. The ships will all be
loaded jointly by Messrs. Howard Houlder,
Rowat & Co., Ltd., and the John C. Seager Co.

THE people of Perak believe evidently in
variety. They certainly provided a unique
item, for a hot day, in the programme of sports
arranged in connection with the coronation day
at Nebong Tebal. This event consisted in each
of the competitors diving down their hands to
the bottom of the several buckets which were
filled with treacle containing money in the
shape of small silver pieces, and after which
tackling in the same manner a heap of flour
which contained money of the same kind. The
diving down into the treacle appeared to be a
wretched piece of business to the onlookers,
but the competitors appeared quite happy in
their prospect of finding money in this quaint
manner, and as a matter of fact quite enjoyed
themselves in the method enforced. The four
arrangement seemed well thought out as it
provided a means for their wiping off the
treacle from their dripping hands and head.

At the Magistracy this morning before Mr.
Gompertz, the Superintendent of the Green
Island Cement Company charged two ricksha
coolies with larceny. It seemed that he en-
gaged the men to take him to the Tai Koo Sugar
Refinery, and on his arrival there missed his
purse containing money. He at once reported
the matter at No. 2 Police Station and Inspec-
tor Gould sent out detectives right and left.
Half an hour afterwards Sergeant Lee came
across the accused in the street examining the
purse which contained \$11.65. The coolie
who carried the prosecutor said he was on the
point of returning the purse to the Police
Station when the Sergeant came in view. He
did not however deny that he put the purse
and money under the seat of the ricksha when
he encountered Lee's genial features. The
second prisoner said he was "only examining
the purse." It was a good enough defence to
get him discharged, but the first prisoner was
committed for three months with hard labour.

FOREIGN VESSELS IN BRITISH PORTS.

The Select Committee of the House of Com-
mons appointed to consider the advisability of
applying the British regulations to foreign
ships trading to and from British ports resumed
its sittings on the 17th ultimo. Mr. Bonar Law
presided.

Mr. John Herron, shipowner, Liverpool, said
he was chairman of the Liverpool Shipowners'
Association and a member of the Shipowners'
Parliamentary Committee. British ships were
handicapped by British law in their competi-
tion with foreigners by the latter's exemption
from some of the Board of Trade regulations,
and it was not surprising that the proportion
of British tonnage frequenting British ports
was diminishing and the proportion of foreign
tonnage was increasing. Last year no fewer
than 203 foreign vessels were detained out of
a total of 279 ships for overloading. If foreign
vessels were not marked with their load-line
they should be surveyed before their departure
from a British port and on arrival at a British
port to ascertain whether they had been over-
laden. During the past ten years 3,840 vessels
measuring upwards of 4,000,000 tons had been
transferred from the British to foreign flags,
and he could only account for a change on so
large a scale by the advantages which foreign
ships enjoyed in competition with our own.

THE TYHOON

SWEEPING AROUND HONGKONG.

FATALITY REPORTED.

Since twelve o'clock last night the force of
the typhoon now in the neighbourhood of the
Colony has increased and things generally are
looking dark. All day yesterday the black
cone signal, point downwards, was hoisted at
the usual stations, but during the night the fury
of the gale increased to such an extent that at
4.30 a.m., to-day the typhoon gun was fired,
warning the Colony of the approach of the
typhoon. The black ball signal was then hoisted
denoting that the gale was to the westward of
the Colony and as soon as this was observed
all awnings and loose gear on the steamers in
harbour were taken in, and the vessels made
snug to ride out the coming storm. The moor-
ings of the vessels at anchor were quickly
strengthened, and ships warned not to leave
the port. At 12.30 p.m. the Star Ferry Company
decided to stop running its boats, as the
wind and sea were too strong, and high to
be safe for such craft, while the danger
in trying to make the landing, especially on
the Hongkong side, was momentarily increas-
ing. No other boats or launches of any
sort would venture away from their moorings
so that many Kowloonites look like spending
the night this side. Over the harbour hung
a heavy mist, with low dark clouds, which
continually belched forth blinding, and cutting
showers of rain. Those who had the temerity
to cross the harbour in the last ferry had a
somewhat exciting experience, as owing to the
necessity of taking in the awnings, and the
heavy rain, and spray falling over the boats,
the passengers had to travel, cooped up like
sheep in a pen. As no one wished to miss
"the last ferry," and be left on the wrong side
of the harbour the deck cabins were packed
while very many first class passengers sought
the shelter that the second class accommoda-
tion affords, and were encouraged to make
themselves as comfortable as possible under
the circumstances.

CASUALTIES IN THE HARBOUR.

As far as could be learned under prevailing
conditions, the only craft which suffered
any damage in the harbour was a number
of fishing junks and sampans. These ill-
advisedly elected to remain under double
rope moorings at their usual places along the
Praya, East and West; the boats generally
located along the Praya, Central, sought safety
in Causeway Bay. The result of their temerity
was that some fifteen or sixteen junks and
sampans found their only haven below the
muddy waters, though no loss of life has so far
been reported. A few sampans, "manned" by
women, were made fast to ring bolts on the
sea-wall of the Praya, West, everything move-
able being taken away and the women going
to the houses of friends leaving their frail
craft to their fate. All that remains to
be seen of some of these is the worn-
out ropes by which they were "made
fast," but not fast enough. Wrecked junks are
now floating along the Praya East, while a
considerable amount of wreckage, in the shape
of masts, spars, boards, rudders, buckets, loose
bamboos, and so on, is bubbling about, and
affording spoil for coolies. Along the Praya
West, this morning were several entirely
smashed up junks and sampans, dashing against
the wharves and jetties, until but a few boards,
sticking together, were left to show what
they had been. Some of the wharves them-
selves have thereby sustained damage of greater
or lesser degree.

Steamers arriving from Canton are all late
and report bad weather. The s.s. *Kinsan*,
which was due here from the neighbouring
capital last night, was only able to make her
wharf at 10.30 a.m. to-day. She left Canton at
2.30 p.m. yesterday as usual, but had to return
at 10 p.m. and anchor again until this morning.
She experienced considerable difficulty in
getting alongside her wharf owing to the heavy
sea and strong winds. On the trip across she
had heavy squalls and rain, with strong N.E.
winds. Other vessels of the Hongkong, Canton
and Macao Steamboat Co. in port have
sheered off from their wharves, and are moored
firmly some twenty feet off. Over at Yau Ma
Tei several junks and other craft are said to have
been smashed up, some past all possibility of
repairing, while a number sampans were
observed, by passengers on the morning ferry,
floating bottom up.

The s.s. *Huanshan*, Capt. Jones, bravely
weathered the mountainous sea from Macao to
Hongkong this morning, and arrived here at
the usual hour in the forenoon. After the
passengers had been landed and the mail
delivered to the postal authorities she promptly
cast off her moorings and made for
shelter. The return journey to the Portuguese
port was wisely not essayed.

FLOODS.

The tides were exceptionally high and wash-
ed over the road in some places, the heavy rain
of last night having caused a good deal of flood-
ing, the stretch from McGregor Barracks to
Praya East, being completely submerged, water
washing into the lower floors of the houses, in
some instances causing the light furniture to
float about like miniature derelicts. This was
caused to a very great extent by the side walk
being so much below the level of the road, thus
forming a sort of ditch. During the night the
heavy rain penetrated through 18 inch walls in
some of the houses in that district and showed
its course by heavy dark streaks on the walls.

IN KOWLOON.

Not very much could be gathered of the
conditions prevailing on the other side, owing
to communications being cut off at noon by
the stoppage of the Star Ferry boats; but from
some passengers coming in earlier in the day
it was learned that Kowloon Bay was in a
turnmoil, along the western shore of which
several junks were to be seen stranded, while a
good deal of floating debris showed that others
had gone down. In various parts matched
and coolies' shelters were blown down, the
coolies making themselves quite comfortable
in their inverted salt-bags, of large dimen-

sions, in which they squatted and smoked
cigarettes regardless of the storm and wet
outside.

HOUSES COLLAPSING.

FATALITY RECORDED.

At six-thirty this morning house No. 1 Ping
On Lane collapsed, and as the result an old
Chinese woman came by her death, whilst the
lives of three Chinamen were jeopardised.
There is nothing to explain the collapse, be-
yond the excessive rain now pouring. The
premises involved a menial and squalid build-
ing, the basement of which was occupied as a
species of store by a Chinese contractor. The
second story was used as a dwelling by Chinese.
The front of the house fell outward conse-
quent upon the weight of water descending
upon the flat roof.

When the police were notified they at once
proceeded to the scene of the disaster assisted
by firemen, and the whole directed by Mr.
E. R. Hallifax. The unfortunate woman's
corpse was recovered from under the
fallen debris, death having been caused by
suffocation. Three Chinamen fell at the same
time. Two escaped without injury, and the
third, although buried, was rescued, unhurt
beyond a severe nervous shock and a slight
contusion of the forehead.

The collapse caused a somewhat serious
commotion amongst the denizens of the neigh-
bouring purlieus, and the foresight and pre-
caution of the residents at No. 1, Bridge Street
because that humble structure collapsed shortly
after the calamity in Ping On Lane. The
residents vacated the place only one hour
before the caving in process. Fortunately no
one was damaged. No 3 Bridge Street is in a
tottering condition, and will possibly meet a
similar fate to that of No. 1. The occupants
have removed.

At the time of going to press no further cases
of houses collapsing owing to the violence of
the storm had been reported.

A LANDSLIP.

A landslide occurred early this morning in
Park Lane, three or four tons of earth and stone
causing an obstruction for half the width at one
point.

BOULDERS.

Conduit Road was also the scene of obstruc-
tion, numerous heavy boulders descending
from the hill, and with a force of their own
finding lodgment in this ill-fated thoroughfare.

S.S. "SHAWMUT" GOES AGROUND.

During the gale this morning the big vessel
Shawmut dragged her moorings and went
ashore in Kowloon Bay. It was at first be-
lieved that she had struck on a rock, but it
was afterwards observed that where she struck
there was no rock charted, and so it was con-
cluded she was on a sandy shoal. Latest news
of the vessel was to the effect that she had got
off and was re-moored in the bay. It is of
course not known whether she has sustained
any damage, but this will be ascertained when
the weather permits of her entering the dock.
As present she lies in what is practically an
isolated position, as no communication can
be had with her except by signal.

EMPRESS DETAINED.

We understand that the *Empress of India*
which was to have left the harbour yesterday has
not proceeded to the north, but is lying at an-
chor, in shelter just inside of the Lyceum Pass.
She took away the following passengers from
Hongkong for Vancouver, &c.—Mr.
C. A. Tomes, Master A. Tomes, Mr. and
Mrs. Fontaine, Mr. and Mrs. H. Parker Willis,
Major A. B. Hamilton, Messrs. F. Gonzalez,
H. Hackwood, Capt. A. C. Cowden, U.S.N.,
Mrs. A. C. Cowden, and Miss K. Cowden,
Messrs. J. W. Kew, William T. Funamoto, W.
W. Ritchie, J. Johnson, Mr. and Mrs. B. Hazanes
and child, Miss Mitchell, Mr. A. Levey,
Mr. and Mrs. C. H. Mowbray, Mrs. St. John,
Mr. and Mrs. G. J. B. Sayer, Mr. and Mrs. R. O.
Bogdan and child, Mr. J. H. Seth, Mrs. A. Seth,
Messrs. F. Machado, P. A. Cunningham, H. T.
Boaman and child, Mr. and Mrs. L. O. Lies-
ching, Mr. and Mrs. J. J. Leiria, Capt. Maddock,
Mr. A. S. D. Cousland, Dr. J. C. Whinnery,
U.S.N. Messrs. R. F. Morrison, W. D. Downey,
Mrs. Lurg Shi, Mrs. Chan, Mr. Master Chung
Kwan, Misses Mi Ying, Mi Wo, Messrs. Kwan
Lung, Wai Wing, Pun Wah Hin, K. Tanaka,
W. L. Sims, Steffens, Li Ying, Wong Wa
Ching, H. E. Krol, F. B. S. Jacob, Yeung Tse
Hing and W. Kempnich.

THE ENGLISH MAIL BOAT.

The P. and O. s.s. *Ghuana* bringing the
English Mail, and due this morning, had not
arrived at the time of our going to press. It is
surmised that she must have steered a course
S.S.E. to sail round the typhoon, in which
event she may be considerably delayed. It is
possible, however, that she may have passed
to the north, and be simply delayed by the
strong winds and high sea prevailing.

STRONG GALE EXPECTED.

The following express was issued by the
Hongkong Observatory, at 11.30 a.m. to-day:
The typhoon has receded to the Northward
and is now South-West of Hongkong distant
about 120 miles. A very strong gale from the
South-East is expected in Hongkong.

THE BAROMETER.

The barometric readings in the course of the
day, kindly furnished by Messrs. Falconer &
Co., are as follows:—

9 A.M. 29.46
1 P.M. 29.30
4 P.M. 29.18

At 5 p.m. our barometer was at 29.16 and
at 6 p.m. 29.10.

RECALLING THE STORM OF 1889.

Chief Inspector Baker said this morning to
one of our representatives, that the gale now
raging was in his opinion quite as bad as that
of 1889, when so many houses collapsed owing
to the remarkable downpour. Although he
steam launches have ceased running, he anti-
cipates considerable and may be disastrous
damage has been occasioned in the New
Territory.

SHIPPING AND MAILS.

MAILS DUE.

American (*Monkalia*) 28th inst.
Indian (*Kumrang*) 29th inst.
German (*Bayern*) 31st inst.
Canadian (*Empress of Japan*) 6th prox.
Australian

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

Opium for China.

(From Our Own Correspondent.)

Bombay, 24th August.

The P. & O. Co.'s mail steamer left Bombay yesterday afternoon with about 875 chests of Malwa opium.

Prices are as follows:—

Malwa (New) ... Rs. 1,500
 " (Old) ... " 1,630
 " (Oldest) ... " 1,680

(Reuter's.)

Chinese Neutrality.

LONDON, 23rd August.

News from Berlin says that the German Consul in Shanghai has been instructed not to interfere with Chinese neutrality.

The Russophil journal *Kreuz Zeitung* admits that the Japanese demands in Shanghai are perfectly just.

The Russian Search for Contraband.

The Liverpool Chamber of Commerce has forwarded a resolution to Lord Lansdowne earnestly hoping that arrangements will speedily be made to remedy the grave detriment to British commerce resulting from Russia's proceedings re contraband. The co-operation of all other Chambers is solicited.

It is stated that a Russian cruiser off the Cape is the *Smolensk*; but it is more possibly one of the converted German Liners.

LATER.

Coaling War Ships.

A proclamation has been issued at Malta forbidding the coaling of belligerent ships proceeding to the seat of war, or to anywhere on the line of route, with the object of intercepting neutral ships on suspicion of carrying contraband. The *Times* understands that a similar proclamation will be issued to all British dependencies.

The Russian Cruisers.

The appearance of a Russian cruiser on the Cape route has evoked renewed protests from the Press. The *Times* says that, in view of Russia's formal undertakings in reference to the Volunteer cruisers, if the cruiser really is the *Smolensk*, the question has relapsed to an acute stage demanding prompt and vigorous treatment.

(Strait Times.)

The King's Speech.

London, 16th August.

H. M. the King's Speech on the prorogation of Parliament says that foreign relations continue to be in a satisfactory state.

It is stated that the agreements with France will materially strengthen the ties of friendship between her and Britain.

The Speech next refers to the cordial reception which H. M. met with at Copenhagen and Kiel.

H. M. regrets that hostilities are still in progress between Russia and Japan and says further:—Questions involving the treatment of neutral commerce have arisen. The issues involved which are of the gravest moment to the trade of the Empire will I trust be amicably settled. My Government will energetically support my subjects in the exercise of rights recognised by international law as belonging to neutrals.

It has been decided to sanction the introduction of the elective element into the Transvaal Legislature. H. M. trusts that all classes there will unite in rendering this step in the direction of self-government to be conducive to the welfare of H. M.'s dominions.

The political mission to Tibet encountered some resistance. But, says H. M., "its safe arrival at Lhasa affords me the greatest satisfaction, and reflects the highest credit on the officers and men of the small force employed. I trust that by conference with the Tibetan authorities, in conjunction with the Chinese representatives at Lhasa, terms may be arranged for facilitating trade and for ending the difficulty and the fiction which have arisen on the northern frontier of India."

H. M. also expresses trust that the army reorganisation now proceeding may conduce to the defensive strength of the Empire.

THE TRADE OF KOREA.

The Consular report on Korea for the year 1903 shows that the foreign trade reached the highest figures yet attained. As in Japan, however, so in the Peninsula, the chance of war had a depressing effect particularly during the second half of the year. The nation most interested commercially in Korea is Japan, and there the banks restricted the facilities granted to merchants in case they might require their capital for purposes connected with hostilities.

Nevertheless, the result of the uneasiness experienced was on the whole not so baneful as might have been expected, and the sanguine anticipations entertained regarding commercial prospects in 1903 were in a large measure fulfilled. It was a record year both for imports and exports. The foreign trade of Korea has gone on increasing rapidly during the past few years. The value of the trade amounted to £2,827,381, of which £1,859,876 represents imports and £967,505 exports. To this must be added the gold export, amounting to £557,006, making a grand total of £3,384,387. Customs duties amounted to £146,255.

THE WAR.

WHAT IS RUSSIA'S GAME?

THE TRUE INWARDNESS OF THE SITUATION.

There is a general belief among official circles in London that the action of Russia in seizing British vessels is dictated rather by motives of a general and distant nature than by the individual circumstances of the case.

It is thought that Russia would have hesitated to have provoked the animosity of Great Britain by seizing any of her shipping except under circumstances of so flagrant a violation of the law against contraband that the justification was apparent.

But Russia's diplomacy has always been as subtle as crooked, and there is a disposition to regard her high-handedness as concealing—or revealing—a bold attempt to right her fortunes or involve other Powers in the disasters of war. From her point of view, she would have little to lose by provoking an extension of the conflict. She no longer has the least hope of snatching any material victory over her enemy, and the outcome of the struggle is certain to lead to the humiliation of an acknowledged defeat if she is left to her own resources.

THE PEACE OF EUROPE.

The general peace of Europe has been kept unbroken, notwithstanding many intrigues known in the diplomatic circles of European capitals, and the other Powers are merely spectators in a struggle which is impoverishing and humiliating Russia, whilst leaving them untouched.

It is, therefore, regarded as highly probable that Russia would not be averse from provoking the intervention of Great Britain in the hope of making her ally uneasy, and of weakening the *entente cordiale* between Great Britain and France.

She probably calculates that she might create such a situation; that, rather than run the risk of international complications, other Powers would, in their embarrassment, do all they could to stop the war by pressure on Japan; and so to embroil France and England, with the sympathies of Germany, already strongly pro-Russian, would offer her some chance of escape from final humiliation.

The fact that Russia has also seized German shipping does not conflict with this theory. It merely gives an air of stern impartiality to what is probably really a deliberate calculation that Great Britain and France would do a good deal rather than risk any chance of hostilities between themselves.

It is admitted that this would be a gambler's desperate throw, for France might very conceivably say: "Perish the Dual Alliance if necessary, rather than break the peace with England," but Russia's position is already so desperate that she may well think her only chance is to try to drag others into the game, involve other states besides her own, and so terrify them by the high play in sight, that in the alarm and confusion she might cover her own losses.

With such possibilities in view, it behoves Great Britain to move warily; although obviously the demand made by Sir Charles Hardinge for the immediate release of the *Malacca* was a necessary step in order diplomatically to regularise the situation and give Russia an opportunity of justifying her action.

IS THE ANGLO-JAPANESE TREATY INVOLVED? The problem which the Law Officers of the Crown are working hard to solve is, firstly—whether Russia's and Turkey's action in breaking the oft-repeated Treaty stipulations that ships of war must not pass through the Bosphorus must be construed as bringing Great Britain within the scope of the Treaty between this country and Japan made in 1902.

A glance at the Treaty seems to indicate that no contingency like the present one was contemplated. Briefly, it states that if either Great Britain or Japan should become involved in war with another Power in defence of their respective interests in China and Korea, the other contracting party should maintain strict neutrality; and use its best efforts to prevent other Powers from joining in hostilities against its ally. Should, however, any other Power or Powers take part in the conflict, then it was agreed that the other contracting Power should come to the assistance of its ally, and conduct the war in common, and make peace in mutual agreement with it.

QUESTIONS OF INTERNATIONAL LAW. The mere passage of troops or ships through a neutral territory, even in violation of a Treaty with a third party, has never been held by jurists to be a participation in war by the country allowing it.

The second question is whether, assuming the Treaties respecting the Bosphorus to have been broken, that fact makes the capture of the *Malacca* illegal even, though it be proved conclusively that it contained undoubted contraband of war.

The plea that the end justifies the means will no doubt be urged by Russia, and Turkey will probably assert that it had no suspicion that the Russian ships passing through the Dardanelles were bent on other than a peaceful mission; but both these contentions can be easily brushed aside, especially the latter.

IS TURKEY JOINTLY RESPONSIBLE WITH RUSSIA?

It seems, on the whole, that there is a dual responsibility on the part of Russia and Turkey for the consequences of what has taken place. One fact that should help to a speedy decision is that the general question is governed by treaties, and not by abstract principles of international law.

England has now demanded the restoration of the ship, although no demand for compensation appears to have been included. Failing immediate satisfaction, a naval demonstration would be the next step, followed, if necessary, by an ultimatum, and as a last resource a declaration of war.

But diplomacy and firmness should prevent this crowning catastrophe—unless, of course, Russia is playing the desperate and sinister game indicated above.

THE TRAM COMPANY.

EUROPEANS TRAVELLING THIRD CLASS.

IMPORTANT TEST CASE.

The case in which two Portuguese boys were charged with travelling third class on the cars of the Hongkong Electric Tram Co. came on for hearing at the Magistrate's Court this morning, before Mr. Gompertz. The charge, however, had been altered to one of refusing to quit the car when requested to do so.

The Ordinance contains several sections, more or less complex, and one states that separate accommodation will be set apart for Chinese third class passengers, but does not state for Chinese only.

In this case the boys were originally charged with refusing to pay first class hire, as Europeans, though they offered to pay third class fares, as they thought they were entitled to.

Mr. H. W. Looker now appeared for the Company and stated that on the day in question the defendants entered the car which, at the time, was crowded in the third class compartment. One boy stood up between the seats and the other stood upon the footboard. The conductor asked them to either leave the car or pay first class fares and go in the first class compartment, to which they refused and were afterwards given into custody. They professed the advertised rate for third class passengers, which was refused.

The defendants who had not the benefit of Counsel, admitted the facts as above narrated. His Worship ordered each of the defendants to enter into a personal bond of \$5 to keep the peace for one month.

NEWCHWANG CONSIDERATIONS.

Reports, official and otherwise, from the Far East point to a probable early concentration of European interest on the town of Newchwang. Should the exigencies of a rapid Japanese closing movement compel a hurried Russian retreat, white property, not to say white lives, will be considerably menaced, on account of the proximity of Tuluensan's bands of nomads, and so the speedy despatch of a British gunboat from Chefoo will go some way in reducing the magnitude of a danger which any one familiar with the conditions of Northern China must perforce admit to be far from imaginary. Possibly, too, the Japanese may expedite a settlement by arriving at the "first port of Manchuria" both by land and by sea very shortly after their opponents withdrew northwards. But these various foreshadowed happenings serve to recall incidents in the last few years of Newchwang history which make the present situation far more piquant than is generally realised.

Every one knows, of course, that Newchwang is a treaty port—open, that is, to the trade of the whole world—and, as the only Manchurian seaport, Dally excepted, has always been recognised as a town with a great future before it. In this point lies the motive for the Muscovite aggression, which from time to time has so hampered and inconvenienced Russia. Russia does not, indeed, care particularly about the commercial monopoly, but the growth of a thriving cosmopolitan community, a sort of second Shanghai, in territory which, for political reasons, she desired to dominate wholly herself, is obviously to be deprecated. And right skilfully has Russia played her game from first to last.

Some way up the river, quite away from the other European settlements, the original Russian concession was selected, and connected by that branch line, now of such strategic importance, with the main railway between Mukden and Port Arthur. A garrison in these circumstances seemed the natural safeguard against the bandits and the nomad Manchurian tribes which infest the neighbourhood to the north and west of the Liao river.

At the time of the Boxer outbreak the European Consuls at Newchwang applied to the Russian commandant for as large a party of soldiers as he could spare, to protect lives and property in Newchwang pending the arrival of the men-of-war of the various nations. The request was granted, and Russia—at the instance of the Powers—occupied Newchwang with a military force: the subsequent arguments of all the interested parties have not sufficed fully to resist that first invitation. The Russian flag then hoisted over the Chinese Customs buildings has never been withdrawn to the concession up the river, and the control acquired over the junk trade—dues properly payable to the Chinese Governor—neutralised any superior influence which the Imperial Maritime Customs might have afforded to British authority. These dues provide the Russian representative with an annual income estimated at not less than 180,000 taels. It may be wondered that more vigorous steps have not been taken to oppose this drifting of an "international port" into, politically speaking, a semi-Russianised settlement; and critics far from the scene of action usually condemn the jealousy of the European Powers trading with Newchwang even more than the supineness of the Chinese Government in virtually ceding their best northern seaport. This last point may be set aside. Peking authorities, having permitted Russia practically to annex the whole province, were scarcely likely to quarrel with her over the possession of a treaty port where Celestial interests were in any case discounted.

But the wavering of the white communities is explicable on other grounds than jealousy. The British, German, American and French merchant firms are bent solely on commercial extension, and Russia, until the Japanese victories, had it in her power to minimise the opportunity of other comers.

It may be hoped that now circumstances seem likely to compel an evacuation, the Powers having commercial interests will combine to strengthen the hands of the Japanese in presently making such requisitions as shall preserve in Newchwang a veritable open door to Manchuria.—P. M. G.

OPIUM SMUGGLING.

TROUBLE ON THE FRENCH MAIL.

The *Strait Times* of 17th inst. says:—For some time past the Opium Farm authorities have had suspicions that opium was being smuggled into the Colony by the French sailors on board the homeward Messageries Maritimes mail steamers. One or two arrests have been made from time to time. It will be remembered that on arrival of the last French Mail from Saigon one of the sailors was captured with a quantity of opium in bladders hidden under his clothes. The man, however, managed to wrench himself free from the *chintings* and ran back to his ship leaving a quantity of opium in the revenue officers' hands. On the arrival of the French Mail from Saigon yesterday the *chintings* at the Borneo wharf captured a sailor from the mail landing with between \$200 and \$300 worth of *chintings* in skins or bladders under his clothes. The French sailor struggled to get away and jumped from the wharf into the sea. The *chintings* jumped into the sea after him and brought him to the shore. A number of the bladders containing opium were lost in the struggle in the water. The M. M. Co.'s agent asked the revenue officers to allow the sailor to go back to his ship and change his wet clothes, saying that he would then be handed over again. The *chintings* allowed this request, but the sailor did not come back. The police authorities were telephoned to and Sergt. Shedy from Sepoy Lines station, who has charge of that district, went down to the wharf to demand that the sailor should be handed over. The Captain of the vessel refused to allow the man to leave the ship. The French Consul was telephoned for, but the Captain still refused to give the man up. Eventually a letter from the Chief Police Officer, was handed to the French Consul and the man was then handed over to the police authorities and was taken to the lock-up. This morning the man was brought before Mr. Colman, Mr. Raine with Mr. F. K. Jennings representing the Farmer, Mr. Lowell defending. Mr. Lowell asked for a postponement, and, no objection being raised, the hearing of the case was fixed for Monday next.

DING HOW.

A MANCHU PONY.

In a letter from Mukden, the *Daily Telegraph* special correspondent with the Russian army writes:—

He is nearly fourteen hands in height without his shoes, and to look at him as he dozes in the courtyard of the Chinese hotel you would say he was the gentlest creature alive; yet he has the distinction of being the most warlike thing yet seen by the unique collection of "peace correspondents" at Mukden. One met him first near the station, on the little common contained on three sides by the scattered dwellings of officials, and on the fourth by the overworked railway. With many others he was brought by shouting Chinamen eager to effect a sale, and as at that time, three weeks ago, there seemed to be immediate need for ponies, prices ranged accordingly. The move to Liao-yang was imminent, as it has been, more or less, for months. Still, it seemed necessary to be ready, and so one prepared; the first step in that preparation resulting in a miniature horse fair, picturesque and inexplicably odorous. The dealers galloped about wildly on every horse on which one cast a kindly look. These worthies watched to discover one's taste in horsemanship, and whatever animal was examined rose promptly in value to nothing less than 300 roubles. Evidently it was necessary to play the rascals at their own game, and regard only the most ill-formed of their beasts. Ding How remained profoundly reflective, excepting when some of his comrades came too near behind. Then he became imbued with sudden animation. Round came his quarters, and out flew his heels again and again, until he had cleared a space for himself among the screaming objects of his attentions. This accomplished he subsided once more into gloomy speculation. In spite of his peculiar temperament, however, he was worth examining, for standing alert he was a model of his kind. The head was small and shaggy, the shoulders finely sloped, and the chest broad and muscular. Immensely strong in the legs, his pasterns were good, and the feet well shaped. The "barrel" was beautifully ribbed up, the pear-shaped quarters showed every muscle, and the hind legs "dropped" like those of a racer. Undoubtedly he was the pick of the bunch, and just for that reason one dared not look at him unless with disapproval. For three-quarters of an hour one haggled for ponies one did not want, and struggled to reduce prices to what one would never have paid.

From time to time the proprietor of the vicious brute went off on a gallop. He raced his steed against others, and always won. On each occasion when he returned to find his performance disregarded he lowered his demands, and finally, with saddle and bridle of native make, the concentration of wickedness changed hands. Heavens! How the little animal fought before he could be shod, and, being shod, how he resisted all attempts to mount him. There is scarcely a Manchurian pony that does not hate the "foreign devil"; but the hatred of Ding How is mortal. It required three Chinamen to persuade him to carry a saddle, and, having in their own left-handed way begun at the wrong end, they proceeded to put the bridle on. But Ding How, using teeth and forefeet, routed his enemies. He dashed into every corner of the many-cornered space, and under every shed judged sufficiently low to scrape the precious secondhand, patched saddle that money here cannot replace. Yelling Chinese followed in a small, but gradually increasing crowd, which, when hard pressed, he boldly charged, and triumphantly dispersed. With the utmost difficulty one got rid of clamouring assistants, and were just about to catch his mane when an excited coolie, coming from somewhere, with a big stick struck him violently over the quarters. How one perished and praised China, its ponies

and its people! But the little wretch seemed to enjoy the situation. He would stand, limp and dejected, just as if life had lost all interest for him; yet one knew that he was watching every movement made around him with the closest attention, and many a ruse was tried in vain to effect his capture. One got his ear at last, and, with a struggle, securing the other, held him fast. Then the bit was slipped between his dangerous teeth, and, with a great effort, the bridle fixed. Getting into the saddle was a matter of as great difficulty as mounting an Australian buck jumper, and he went off with a bound the moment he felt one's weight. Since then, however, he has learned to be more gentle, though he never will be kind. Nothing seems to alarm him—not even the big, howling, Russian trains. Crossing a deep ford, he plunges in bravely, swims where necessary, and, on the other side, goes his way as if nothing had happened. He never seems tired, is always ready to race, and if ever our peaceful occupation ends, and it is necessary to make an arduous march, the brave Ding How will do it, or die in the attempt. But when, oh, when, will official promising end, and official performance begin?

FIRST REPORT OF THE TARIFF COMMISSION.

THE IRON AND STEEL TRADE.

The iron and steel trades are dealt with in a first report issued by the Tariff Commission, a copy of which came to hand by the mail yesterday. The conclusions of the report, which is signed by all the members of the Commission, are as follows:—

1. That the iron and steel industry of this country has declined relatively to that of other countries.
2. That our export trade to foreign countries has diminished, while that to the Colonies has increased.
3. That although our trade with the Colonies has increased, the colonial market is increasing much more rapidly, and that foreign countries are securing a growing proportion of this colonial trade.
4. That the relative decline of the British iron and steel industry is not due to any natural British disadvantages, or want of skill and enterprise on the part either of British manufacturers or of British workmen.
5. That it is due to the fact that the manufacturers of the United States and Germany, having secured control of their home markets by means of high tariffs and an organised system of their export trade, are in a position to dump their surplus products upon British and other markets, irrespective of cost.
6. That the practice of dumping could not be carried on by foreign countries but for the British system of free imports.
7. That the British fiscal system "should be revised in such a manner as to check this practice, to maintain, so far as possible, our export trade to foreign countries, and develop our colonial market, and increase the employment of the working classes.
8. That these objects can be obtained by means of a system of tariffs arranged as follows:—

(a) A general tariff, consisting of a low scale of duties for foreign countries which admit British wares on fair terms;

(b) A preferential tariff lower than the general tariff, for those of our Colonies which give adequate preference to British manufactures, and framed with a view to securing freer trade within the British Empire;

(c) A maximum tariff, consisting of comparatively higher duties, but subject to reduction by negotiation to the level of the general tariff.

A provisional scale duties for the general tariff has been drawn up by the Commissioners. They range up to 10 per cent., iron ores being free. The duties suggested include 5 per cent. on pig iron; 6½ per cent. on partly-manufactured iron and steel materials, also on rails, sleepers, girders, &c., 7½ per cent. on wire rods and plates, and 10 per cent. on sheets.

THE STRANGERS' HOME FOR ASIATICS.

In the West India Dock Road, Limehouse, London, E., an unpretentious institution carries out a useful and beneficial mission in connection with Asiatic sailors who are visiting these shores. The object of the Home, as announced by the late Prince Consort, when he laid the foundation stone of the building in 1856, is "to provide, at a moderate charge, a temporary home, or lodging and board, under adequate superintendence, for natives of any part of the Continent or Islands of New Zealand, or any of the Islands of the China Sea, or Indian, or North or South Pacific Oceans, or of any part of the Continent or Islands of Africa, including Madagascar." Although the Home is run upon self-supporting principles, a deficit is not unknown, owing to the number of destitute natives for whom the authorities of the Home have to provide. During 1903, 725 persons found temporary residence in the Home, of which number no fewer than 118 were destitute. Owing to the number of destitute natives for whom the authorities of the Home have to provide. During 1903, 725 persons found temporary residence in the Home, of which number no fewer than 118 were destitute. Owing to the number of destitute natives for whom the authorities of the Home have to provide. During 1903, 725 persons found temporary residence in the Home, of which number no fewer than 118 were destitute.

Today's Advertisements.

GOVERNMENT OF BRITISH NORTH BORNEO.

GOVERNMENT OF LABUAN.

REVENUE FARMS FOR 1905, 1906, 1907.

TENDERS will be received by the SECRETARY to the GOVERNOR, Sandakan, on or before the 15th November, 1904, for the following REVENUE FARMS, for the year 1905, or for the three years 1905, 1906, 1907:—

OPIUM FARMS.
 SPIRIT LICENSE FARMS.
 PAWN BROKING FARMS.
 GAMBLING RESTRICTION FARMS
 (North Borneo only).

For Particulars, apply to—
 Messrs. GIBB, LIVINGSTON & Co.,
 Hongkong.

BRITISH NORTH BORNEO.

CUSTOMS FARM 1905.

TENDERS are invited up to 12 Noon, 15th November, 1904, for the CUSTOMS FARM, including the sole right to collect all Import and Export duties payable to Government, exclusive of Import duties on WINES, BEER and SPIRITUOUS LIQUORS, which are farmed separately, and Export duty on ESTATE TOBACCO, TIMBER, COAL, MINERALS, CUTCH and manufactured products for the year 1905.

Tenders may be for the whole territory (exclusive of Province Clarke) extending from Sepilong river in P. Bay on the West Coast, to Brunsburk, S. Sibuko Bay, on the East Coast, including all bays, rivers and islands within the State, or for each separate district.

Each tender should state the monthly rent tendered.

This Farm is subject to the Laws and Regulations now in force or to any Laws or Regulations which may from time to time be enacted or issued by Government.

Any further information on the subject may be obtained from Messrs. GIBB, LIVINGSTON & Co., Hongkong, the Finance Commissioner, Sandakan, or from the Presidents or Officers-in-charge of the different districts or stations.

Tenders should be sealed and addressed to the Secretary to the Acting Governor of British North Borneo.

Every tender must state the nature of the security to be offered and which must be partly in cash to be deposited in an approved Bank or partly in land and house property.

The Government does not bind itself to accept the highest or any tender.
 August 25th, 1904. [970]

THE HONGKONG & KOWLOON WHARF AND GODOWN CO., LD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the rate of 5 per cent. (Two Dollars and a Half per Share) for the Six Months ending 30th June, 1904, will be paid on application to those Persons who are Registered as Shareholders in the above Company on the 31st August, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th to 31st August, both days inclusive.
 EDWARD OSBORNE,
 Secretary.

Hongkong, 25th August, 1904. [969]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER.

Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.

Intimation.



THE POPULAR SCOTCH

"BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING

and

H. R. H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & Co., Queen's Road Central. [932]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

| FROM | STEAMERS | DUE |
|-----------------------|--------------|-----------------|
| GLASGOW and LIVERPOOL | "ANTENOR" | 2nd September. |
| GLASGOW and LIVERPOOL | "TELEMACHUS" | 4th September. |
| GLASGOW and LIVERPOOL | "PATROCLUS" | 8th September. |
| GLASGOW and LIVERPOOL | "ACHILLES" | 17th September. |
| GLASGOW and LIVERPOOL | "ACHILLES" | 24th September. |

HOMEWARDS.

| FOR | STEAMERS | TO SAIL |
|------------------------------|-------------|-----------------|
| LONDON, AMSTERDAM & ANTWERP | "PELEUS" | 30th August. |
| LONDON, AMSTERDAM & ANTWERP | "GLAUCUS" | 13th September. |
| * GENOA, MARSEILLES & L'POOL | "IDOMENEUS" | 22nd September. |
| LONDON, AMSTERDAM & ANTWERP | "TYDEUS" | 27th September. |
| LONDON, AMSTERDAM & ANTWERP | "PATROCLUS" | 11th October. |
| * GENOA, MARSEILLES & L'POOL | "ALCINOUS" | 22nd October. |
| LONDON, AMSTERDAM & ANTWERP | "PINGSUEY" | 25th October. |

TRANS-PACIFIC SERVICE.

| FOR | STEAMERS | TO SAIL |
|---|--------------|----------------|
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA | "TELEMACHUS" | 7th September. |
| | "DEUCALION" | 3rd October. |

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 25th August, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL

| | | |
|----------------------------------|-----------|--------------|
| WEI-HAI-WEI, CHEFOO and TIENTSIN | "KAN SU" | 17th August. |
| FOOCHOW and SHANGHAI | "YOCKOW" | 27th " |
| SHANGHAI | "WOOSUNG" | 29th " |
| MANILA | "TEAN" | 30th " |

PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 25th August, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain. | For | Sailing Dates. |
|------------|-------|--------------|--------|----------------------------------|
| ZAFIRO | 2540 | R. Rodger | MANILA | SAURDAY, 27th August, at 10 A.M. |
| RUBI | 2540 | R. W. Almond | " | SATURDAY, 10th Sept., at 10 A.M. |

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 20th August, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

| Steamship | Tons | Captain | To Sail on |
|-------------|-------|---------|----------------------|
| "ARABIA" | 4,483 | Bable | September 5th, 1904. |
| "AGRONIA" | 5,198 | Schuld | September 14th, " |
| "NUMANTIA" | 4,370 | " | October 10th, " |
| "NICOMEDIA" | 4,370 | Wagner | October 23rd, " |

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5. On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Dinner and Dinner on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF:—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. I. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class, \$3.00 for Single Journey.
2nd " 1.50
Meals, 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
WENDT & CO.,
Canton Agents.
Hongkong, 24th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unvalued Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1904. [819]

STEAM TO CANTON.

THE New Twin Screw Steamers

"KWONG CHOW".....1,309...J. P. MARTIN.
"KWONG TUNG".....1,238...H. W. WAI-KER.
Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).
Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).
These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4
Meals.....(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 17th February, 1904. [781]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as above TO-MORROW, the 26th inst., at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 25th August, 1904. [955]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"EPSON,"

Captain J. Cox, will be despatched for the above Port, on or about SATURDAY, the 3rd September, to be followed by the Steamship

"CLAVERBURN,"

on or about TUESDAY, the 18th October.

For Freight, apply to SHEWAN, TOMES & Co., General Agents.

Hongkong, 23rd August, 1904. [966]

"SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE,"

Captain G. C. Cundy, will be despatched for the above Ports, on or about WEDNESDAY, the 7th September.

This Steamer has Superior Accommodation for Saloon Passengers.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 11th August, 1904. [923]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS)

PROPOSED SAILINGS FROM HONGKONG:

1904. About

"ATHOLL".....20th September.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 23rd August, 1904.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery.

Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools who are taught by the Sisters.

Singapore, 22nd April, 1904.

To Let.

TO LET.

EUROPEAN HOUSES, Nos. 2 to 15, GAP ROAD, facing Race Course, within reach of the Electric Cars, thoroughly cleaned and colour-washed, in flats or whole.

Apply to—

CHAN SHAU U,

or

A. STEVENSON,

Agent for Lessee,

C/o THE PHARMACY,

房藥大法中

No. 56, Queen's Road Central.

Hongkong, 18th August, 1904. [915]

TO LET.

IMMEDIATE POSSESSION.

FOR 18 MONTHS.

"LEIGHTON," THE PEAK.

Apply to—

JEBSEN & Co.

Hongkong, 27th April, 1904. [559]

TO LET.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and airy flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

No. 52, HOLLYWOOD ROAD.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 13th July, 1904. [49]

TO LET.

NO. 1, RIPON TERRACE in FLATS. No. 1, CLIFTON GARDENS. No. 17, WONG NEI CHONG ROAD, facing Race Course.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST. OFFICES in Nos. 10 and 16, DES VŒUX ROAD CENTRAL.

Apply to— THE HONGKONG LAND INVESTMENT AGENCY CO., LD.

Hongkong, 20th August, 1904. [956]

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to— THE HONGKONG LAND INVESTMENT AGENCY CO., LD.

Hongkong, 26th March, 1904. [454]

TO LET.

GODOWN No. 6, NEW PRAYA, KENNEDY TOWN.

Apply to— THE HONGKONG LAND INVESTMENT AGENCY CO., LD.

Hongkong, 28th July, 1904. [883]

TO LET.

TWO ROOMS on the First Floor of ALEXANDRA BUILDINGS.

Apply to— SECRETARY, A. S. Watson & Co., Limited.

Hongkong, 16th June, 1904. [729]

TO LET.

SEYMOUR TERRACE, 4-room House, and side verandahs. \$100 and Taxes.

Apply to— "CHEAP," C/o this Paper.

Hongkong, 4th August, 1904. [908]

HONGKONG AVERAGE MARKET PRICES.

Corrected 16th August, 1904, 100 lbs. per 5 Mds.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa lb 18

" Corned—Ham Ngau Yuk 18

" Roast—Shiu " 18

" Breast—Ngau Lam " 13

" Soup, Tong Yuk " 14

" Steak—Ngau Yuk Pa " 18

" Serjoin—Ngau Lau " 26

" Sausages—Ngau Yuk Chaung " 26

Bullock's Brains— " Know.... per set 9

" Tongue fresh—Ngau Li..... each 45

" " corned—Ham Ngau Li..... 55

" Head—Ngau Tau " 9

" Heart—Ngau Sum " 14

" Hump, Salt—Ngau Kin..... each 8

" Feet—Ngau Kerk..... each 8

" Kidneys—Ngau Yiu..... 16

" Tail—Ngau Mei " 9

" Liver—Ngau Con " 5

" Tripe (undressed)—Ngau To..... 5

Calves' Head and Feet—Ngau-chai-tau-keok.....set 75

Mutton Chop—Yeung Pai Kwat.....lb 24

" Leg—Yeung Pai " 24

" Shoulder—Yeung Shau " 22

Pigs' Chillings—Chi cheong " 16

" Brains—Chi Know.....per set 2

" Feet—Chi Kerk " 12

" Fry—Chi Chak " 12

" Head—Chi Tau " 15

" Heart—Chi Sum " 8

" Kidneys—Chi Yiu " 7

" Liver—Chi Kon " 24

Pork, Chop—Chi Pai Kwat " 23

" Corned—Ham Chu Yuk " 24

" Leg—Chu Pei " 18

" Fat or Lard—Chu Yau " 18

Sheeps' Head and Feet—Yeung Tau " 50

" Keok " 6

" Heart—Yeung Sum " 10

" Kidneys—Yeung Yiu " 24

" Liver—Yeung Con " 16

Sucking Pigs, To Order—Chu Chai " 17

Suet, Beef—Sang Ngau Yau " 22

" Mutton—Sang Yeung Yau " 18

Veal—Ngau Chai Yuk " 15

" Sausages—Ngau Chai Yuk Tong " 15

POULTRY.

Chicken—Kai Chai " 28

Capons, Large, Small—Sin Kai..... 30

Ducks—Ap " 17

Doves—Pan Kau " 20

Eggs, Hen—Kai Tan.....per doz. 32

Fowls, Canton—Kai " 26

" Hainan—Hoi Nam Kai " 32

Geese—Ngi " 21

Geese, Wild Shanghai—Sheung Hoi Ye " 40

" Ngo " 2

Musk Deer—Wong Keng " 50

Hare—Tu Chai " 1

Partridge—Che Khoo " 26

Pheasant—Shan Kai " 21

Pigeons, Canton—Pak Kup " 21

" Hoihow—Hoihow Pak Kup " 21

Quail—Um Chun " 21

Rice Birds—Wo Fa Cheuk " 21

Snipe—Sa Chui " 21

Turkeys, Cock—Fo Kai Kung " 65

" Hen— " Na " 50

Wild Ducks, Shanghai, Sul-ap " 50

Teal, Shanghai, Sul Ap Chai.....each 50

Wild Ducks Canton—Sang Shing Sui " 50

Ap " 50

FISH.

Barbel—Ka Yu " 14

Bream—Bin Yu " 15

Canton Fresh Water Fish—Hoi Sin Yu " 14

Carp—Li Yu " 15

Mails

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship.

"COROMANDEL."

Captain G. M. Montford, R.N.R., carrying His
Majesty's Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 27th August,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. *Moldavia*, 9,500 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Victoria*,
due in London on the 9th October.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 13th August, 1904.

COMPAGNIE DES MESSEGERIES
MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;
ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 6th September, at
1 P.M., the Company's Steamship
"MANCHE", Captain Mourad, with Mails,
Passengers, Specie and Cargo, will leave
this Port for MARSEILLES, via Ports of
Call, transhipping Passengers and Cargo at
Saigon to S.S. *Polynesian*.

Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till NOON
only on MONDAY, the 5th September, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 23rd August, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOT COMPANY.

Connecting at Tacoma, with

NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

| Steamers. | Tons. | Captains. | Sailing. |
|----------------------|-------|-----------------|----------|
| <i>Tremont</i> | 9,606 | T. W. Garlick. | Oct. 1 |
| <i>Tremont</i> | 9,606 | T. W. Garlick. | ... |
| <i>Lyra</i> | 4,417 | G. V. Williams. | ... |
| <i>Hyades</i> | 3,753 | Geo. Wright. | ... |

† Cargo only.

Steamers marked (*) have no second-class
passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable
steamers for Manila.

Shawmut... 9,606 W. M. Smith... Aug. 29

Tremont... 9,606 T. W. Garlick... Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*
have just been fitted with very superior accom-
modation for first and second class passengers.

The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.

Barber's shop, and steam laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 23rd August, 1904.

Consignees

S.S. "ERNEST SIMONS"

COMPAGNIE DES MESSEGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo, from London,
ex s.s. *Douro* and *Adour*, from Havre;
Ville de Valenciennes and *Ville de Lorient*, in
connection with above Steamer, are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables are being
landed and stored at their risks into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Kowloon,
whence delivery may be obtained immediately
after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after WEDNESDAY, the 31st August, at Noon,
will be subject to rent and landing charges.

All claims must be sent in to me on or before
the 31st August, or they will not be recognised.
All damaged packages will be examined on
WEDNESDAY, the 31st August, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 24th August, 1904.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"LIGHTNING,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.

Cargo remaining on board after the 25th
inst. at 2 P.M., will be landed at Consignees'
risk and expense into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 22nd August, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"FORMOSA,"

FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark, and
delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *Perla*.

Optional Goods will be landed here unless
instructions are given to the contrary before
1 P.M. TO-DAY.

Goods not cleared by the 28th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godown for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 22nd August, 1904.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"

FROM SEATTLE, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in
their Bills of Lading for Countersignature,
and to take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 22nd August, 1904.

BRITISH-INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PUNDUA"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or the remain-
ing on board after 12 o'clock, Noon, the 24th inst.,
will be landed at Consignees' risk and expense
into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,

Agents.

Hongkong, 22nd August, 1904.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"GAELIC"

are hereby notified that their Goods are
at their risk being discharged into Lighters and/or
landed into our Godowns Nos. 1 and 2, at
Kennedy Town, (Marine Lot 243), and delivery
may be had either from Lighters or from our
Godowns upon countersignature of Bills of
Lading.

Goods remaining unclaimed after the 26th
instant will be subject to rent.

All Claims must be sent in to me on or
before the 29th instant or they will not be
recognised.

No Fire Insurance has been effected.

E. W. TILDEN,

Agent.

Hongkong, 20th August, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID UP. | RESERVE. | AT WORKING ACCOUNT. | LAST DIVIDEND. | APPROXIMATE RETURN AT PRESENT QUOTATION. | CLOSING QUOTATIONS. |
|--|-------------------|----------|----------|-----------------|------------------------|--|---|---------------------------------------|
| BANKS. | | | | | | | | |
| Hongkong & Shanghai Banking Corporation | 80,000 | \$125 | \$125 | \$10,000,000 | \$1,492,554 | Div. of £1.10 @ exchange 1/9.15/16 \$16.41 for first half-year 1904 | 6 1/2 % | \$648 London 67 1/2 \$10 buyers |
| National Bank of China, Limited | 4,453 | £10 | £8 | \$175,533 | \$21,668 | \$2 (London 3/6) for 1903 | 5 1/2 % | \$555 buyers |
| Do. (Founders) | 750 | £1 | £1 | \$191,973 | | None | | |
| MARINE INSURANCES. | | | | | | | | |
| Union Insurance Society of Canton, Limited | 10,000 | \$250 | \$100 | \$1,750,000 | \$1,059,926 | \$32 for 1902 | 5 1/2 % | \$55 buyers |
| China Traders' Insurance Company, Limited | 24,000 | \$83.33 | \$25 | \$1,992,342 | Nil. | \$4 for year ended 30.4.1903 | 6 1/2 % | \$63 |
| North China Insurance Company, Limited | 10,000 | £15 | £5 | £15,000,000 | Tls. 271,589 | Final of £1 making £2 for 1902 | | Tls. 67 1/2 |
| Yangtze Insurance Association, Limited | 8,000 | \$100 | \$60 | \$700,000 | \$186,284 | \$12 for 1902 | 9 1/2 % | \$130 |
| Canton Insurance Office, Limited | 10,000 | \$250 | \$50 | \$1,300,000 | \$116,551 | \$15 for 1902 | 7 % | \$210 buyers |
| FIRE INSURANCES. | | | | | | | | |
| Hongkong Fire Insurance Company, Limited | 8,000 | \$250 | \$50 | \$1,700,288 | \$371,110 | \$22 1/2 for 1902 | 7 1/2 % | \$310 buyers |
| China Fire Insurance Company, Limited | 20,000 | \$100 | \$10 | \$1,000,000 | \$329,047 | \$6 dividend & \$1 bonus for 1902 | 8 % | \$88 |
| SHIPPING, TUG AND CARGO BOATS. | | | | | | | | |
| Hongkong, Canton & Macao Steamboat Co., Ltd. | 80,000 | \$15 | \$15 | \$1,200,000 | \$16,362 | \$14 for first half-year 1904 | 10 1/2 % | \$28 |
| Indo-China Steam Navigation Company, Limited | 60,000 | £10 | £10 | £1,000,000 | £5,853 | 10/- for 1903 | 5 % | \$115 buyers |
| China and Manila Steamship Company, Limited | 30,000 | \$50 | \$50 | \$1,500,000 | Dr. \$63,123 | \$5 for 1900 | | \$26 buyers |
| Douglas Steamship Company, Limited | 20,000 | \$50 | \$50 | \$1,000,000 | Nil. | \$3 for year ended 30.6.1903 | 8 1/2 % | \$35 buyers |
| "Star" Ferry Company, Limited | 10,000 | \$10 | \$5 | \$1,000,000 | \$1,287 | \$1.80 & b. 40 cts for year ending 30.4.04 | 6 1/2 % | \$38 buyers |
| Straits Steamship Company, Limited | 5,000 | \$100 | \$100 | \$500,000 | \$33,648 | \$5 for 2nd 1/2-year making \$13 for 1903 | 8 1/2 % | \$155 |
| "Shell" Transport and Trading Company, Limited | 2,000,000 | £1 | £1 | £1,000,000 | £19,555 | Interim of 1/- (Coupon No. 4) for 1903 | 4 1/2 % | 24/- sa. & b. |
| Taku Tug and Lighter Company, Limited | 30,000 | T. 50 | T. 50 | T. 1,500,000 | Tls. 865 | Interim of T. 14 for 1904 | 10 % | Tls. 30 sellers |
| Shanghai Tug and Lighter Company, Limited | 200,000 | Tls. 50 | Tls. 50 | Tls. 10,000,000 | Tls. 55,541 | Final of Tls. 24 making Tls. 44 | 9 1/2 % | Tls. 47 buyers |
| Do. (Preference) | 100,000 | Tls. 50 | Tls. 50 | Tls. 5,000,000 | | Final of Tls. 12 making Tls. 36 | 7 1/2 % | Tls. 46 buyers |
| REFINERIES. | | | | | | | | |
| China Sugar Refining Company, Limited | 20,000 | \$100 | \$100 | none | Dr. \$147,717 | Final of \$7 making \$12 for 1901 | | \$195 sales |
| Luxon Sugar Refining Company, Limited | 7,000 | \$100 | \$100 | none | Dr. \$73,905 | \$3 for 1897 | | \$5 sales |
| Perak Sugar Cultivation Company, Limited | 7,000 | Tls. 50 | Tls. 50 | Tls. 350,000 | Tls. 1,456 | Tls. 24 for year ending 30.9.03 | 4 1/2 % | Tls. 60 |
| MINING. | | | | | | | | |
| Société Française des Charbonnages du Tonkin | 16,000 | Fcs. 250 | Fcs. 250 | Fcs. 2,500,000 | Fcs. 85,706 | Final of Fcs. 25 making Fcs. 55 for 1903 | | \$490 |
| Raub Australian Gold Mining Company, Limited | 150,000 | £1 | £1 | £1,500,000 | Dr. £7,236 | No. 12 of 1/- | | \$7 |
| Chinese Engineering and Mining Company, Ltd. | 1,000,000 | £1 | £1 | £1,000,000 | £6,671 | No. 2 of 1/- | | Tls. 6.50 |
| DOCKS, WHARVES & GODOWNS. | | | | | | | | |
| Hongkong and Whampoa Dock Company, Ltd. | 50,000 | \$50 | \$50 | \$2,500,000 | \$505,471 | \$6 dividend and \$2 bonus for first half- year 1904 | 7 % | \$227 sales |
| S. C. Farham, Boyd & Co., Limited | 55,300 | Tls. 100 | Tls. 100 | Tls. 5,530,000 | Tls. 48,153 | T. 7 final—Tls. 12 for year end. 30.4.04 | 2 1/2 % | Tls. 120 buyers |
| Tanjong Pagar Dock Company, Limited | 37,000 | \$100 | \$100 | \$3,700,000 | \$43,732 | \$6 for 2nd half year 1903 | 4 1/2 % | \$250 |
| Riley Hargreaves & Co., Limited | 6,000 | \$100 | \$100 | \$600,000 | \$40,936 | \$10 div. and \$2 1/2 bonus for 1903 | 6 1/2 % | \$200 buyers |
| Do. (Preference) | 2,750 | \$100 | \$100 | \$275,000 | \$29,926 | \$7 dividend & \$2 1/2 bonus for 1903 | 6 1/2 % | \$110 |
| Howarth Erskine, Limited | 12,000 | \$100 | \$100 | \$1,200,000 | \$28,015 | \$10 div. & \$2 1/2 bonus for 1903 | 6 1/2 % | \$110 buyers |
| Hongkong & Kowloon Wharf and Godown Co., Ltd. | 30,000 | \$50 | \$50 | \$1,500,000 | \$22,895 | Final of \$2 1/2 making \$5 for 1903 | 4 1/2 % | \$115 sa. and b. |
| Shanghai and Hongkew Wharf Company | 20,000 | Tls. 100 | Tls. 100 | Tls. 2,000,000 | Tls. 22,895 | Interim of Tls. 4 for 1904 | 7 % | Tls. 156 ex div. |
| Yangtze Wharf and Godown Company, Limited | 2,500 | T. 100 | T. 100 | T. 250,000 | Tls. 1,760 | T. 18 for 1903 | 9 1/2 % | Tls. 190 sales |
| New Amoy Dock Company, Limited | 6,000 | \$60 | \$60 | \$360,000 | \$489 | \$2 for 1903 | 4 1/2 % | \$274 |
| LANDS, HOTELS & BUILDING. | | | | | | | | |
| Hongkong Land Investment and Agency Co., Ltd. | 50,000 | \$100 | \$100 | \$5,000,000 | \$51,966 | Interim of \$6 for 1904 | 8 % | \$153 buyers |
| Shanghai Land Investment Company, Limited | 52,000 | Tls. 50 | Tls. 50 | Tls. 2,600,000 | Tls. 37,634 | Interim of Tls. 3 for 1904 | 7 1/2 % | Tls. 112 sellers |
| Tientsin Land Investment Company, Limited | 7,726 | Tls. 100 | Tls. 100 | Tls. 772,600 | Tls. 325 | Interim of Tls. 3 for 1901 | 7 % | Tls. 125 sales |
| China Land and Finance Company, Limited | 6,000 | Tls. 50 | Tls. 50 | Tls. 300,000 | Dr. \$636 | Interim of Tls. 2 | | Tls. 55 |
| Kowloon Land and Building Company, Limited | 6,000 | Tls. 50 | Tls. 50 | Tls. 300,000 | | \$2.60 for 1903 | 7 1/2 % | \$38 buyers |
| Wei-hai-wei Land and Building Company, Limited | 3,764 | Tls. 25 | Tls. 25 | Tls. 94,100 | Tls. 3,150 | None | | Tls. 10 |
| West Point Building Company, Limited | 12,500 | Tls. 50 | Tls. 50 | Tls. 625,000 | \$1,362 | Interim of \$14 for 1904 | 5 % | \$61 sellers |
| Hongkong Hotel Company, Limited | 12,000 | Tls. 50 | Tls. 50 | Tls. 600,000 | \$3,161 | \$5 for second half-year 1903 | 7 1/2 % | \$134 buyers |
| Astor House Hotel, Limited (Tientsin) | 2,000 | T. 50 | T. 50 | Tls. 41,000 | Tls. 655 | Final of Tls. 4 making Tls. 9 for 1903 | 6 1/2 % | Tls. 150 sellers |
| Astor House Hotel Company, Limited (Shanghai) | 30,000 | T. 25 | T. 25 | Tls. 22,500 | \$16,301 | \$2 1/2 for year ended 30.6.30 | 7 1/2 % | \$34 buyers |
| Hotel des Colonies Company, Limited (Shanghai) | 9,000 | Tls. 25 | Tls. 25 | Tls. 13,986 | Tls. 680 | Tls. 0.87 for the year ending 31.3.1904 | 6 1/2 % | Tls. 14 sales |
| Queo's Hotel (Wei-hai-wei) | 9,000 | Tls. 25 | Tls. 25 | Tls. 13,986 | | First year | | Tls. 25 |
| Tientsin Hotel, Limited (in liquidation) | 600 | Tls. 20 | Tls. 20 | Tls. 12,000 | \$4,989 | \$5 for the year ending 28.2.1903 | 12 1/2 % | \$40 |
| Tientsin Hotel des Colonies, Limited | 1,400 | Tls. 50 | Tls. 50 | Tls. 70,000 | Dr. Tls. 2,132 | Interim of Tls. 38 | | Tls. 40 sellers |
| Humphreys Estate & Finance Company, Limited | 150,000 | \$10 | \$10 | \$1,500,000 | \$99,177 | 90 cents for 1903 | 7 1/2 % | \$13 sellers |
| COTTON MILLS. | | | | | | | | |
| Ewo Cotton Spinning and Weaving Company, Ltd. | 25,000 | Tls. 50 | Tls. 50 | Tls. 1,250,000 | Tls. 11,655 | Tls. 4 for year ended 31.3.1903 | 12 1/2 % | Tls. 30 |
| International Cotton Manufacturing Company, Ltd. | 10,000 | Tls. 75 | Tls. 75 | Tls. 750,000 | Tls. 88,034 | Interim of 3 a/c 1898 | | Tls. 25 buyers |
| Lao-kung-mow Cotton Spinning & Weaving Co., Ltd. | 8,000 | Tls. 100 | Tls. 100 | Tls. 800,000 | Tls. 15,500 | Interim of 4 a/c 1898 on 6,000 shares | | Tls. 32 sellers |
| Soy Chee Cotton Spinning Company, Limited | 2,000 | Tls. 500 | Tls. 500 | Tls. 1,000,000 | Tls. 26,389 | 4 a/c 1897 | | Tls. 150 |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited | 125,000 | \$10 | \$10 | Tls. 1,250,000 | \$11,121 | Final of 60 cents making \$1 for the year ending 31.7.03 | 6 1/2 % | \$14 sellers |
| CIGARS AND TOBACCO COS. | | | | | | | | |
| Shanghai-Sumatra Tobacco Company, Limited | 30,000 | Tls. 20 | Tls. 20 | Tls. 24,820 | Tls. 1,091 | Final of Tls. 3 making Tls. 6 | 9 1/2 % | Tls. 65 sales |
| Alhambra, Limited | 300 | \$200 | \$200 | \$40,000 | \$57 | \$25 for year ending 30.6.1900 | | \$190 sellers |
| Philippine Company, Limited | 57,500 | \$10 | \$10 | \$575,000 | | First year | | \$91 |
| MISCELLANEOUS. | | | | | | | | |
| Green Island Cement Company, Limited | 100,000 | \$10 | \$10 | \$350,000 | \$32,115 | \$1.50 for 1903 | 8 % | \$294 buyers |
| China-Borneo Company, Limited | 60,000 | \$12 | \$12 | \$720,000 | Nil. | 60 cents for 1903 | 6 1/2 % | \$101 sales |
| A. S. Watson & Co., Limited | 60,000 | \$10 | \$10 | \$600,000 | \$2,883 | Final of 50 cents making \$1 for 1903 | 6 1/2 % | \$15 sa. & b. |
| Watkins, Limited | 10,000 | \$10 | \$10 | \$100,000 | \$1,042 | \$1 for 1903 | 11 1/2 % | \$9 buyers |
| Singapore Dispensary, Limited | 600 | \$10 | \$10 | \$6,000 | \$800 | \$5 for year ended 31.7.1903 | 7 1/2 % | \$70 |
| China Provident Loan & Mortgage Company, Ltd. | 100,000 | \$10 | \$10 | \$1,000,000 | \$1,171 | 80 cents for 1903 | 8 1/2 % | \$81 |
| Hongkong Electric Company, Limited | 30,000 | \$10 | \$5 | Tls. 300,000 | \$1,747 | \$1.00 for year ending 30.4.1904 | 6 1/2 % | \$91 |
| Hongkong & China Gas Company, Limited | 7,000 | £10 | £10 | £70,000 | £7,625 | £1 div. and 2/- bonus for 1903 | 1 1/2 % | \$100 buyers |
| Shanghai Gas Company, Limited | 10,666 | Tls. 50 | Tls. 50 | Tls. 533,300 | Tls. 7,548 | Interim of Tls. 34 for 1904 | 9 % | Tls. 95 sales |
| Shanghai Waterworks Company, Limited | 7,100 | Tls. 20 | Tls. 20 | Tls. 142,000 | Tls. 7,159 | Interim of 15/- for 1904 | 7 1/2 % | Tls. 195 sales |
| Tientsin Waterworks Company, Limited | 2,000 | T. 100 | T. 100 | Tls. 15,259 | Tls. 867 | Final of Tls. 4 making Tls. 8 for 1904 | 6 1/2 % | T. Tls. 140 sa. |
| Tientsin Native City Waterworks Company, Ltd. | 2,941 | Tls. 100 | Tls. 100 | Tls. 294,100 | Tls. 413 | Tls. 2 for half year | | Tls. 120 sa. |
| Hall & Holt, Limited | 21,000 | \$20 | \$20 | \$420,000 | \$13,104 | Final of \$14 making \$34 for 1903 | 11 1/2 % | \$31 buyers |
| Lane, Crawford & Co., Limited (Shanghai) | 2,500 | \$100 | \$100 | \$250,000 | \$21,821 | Final of \$7 making \$14 for year end. 20.2.04 | 11 1/2 % | \$30 buyers |
| Hongkong Rope Manufacturing Company, Ltd. | 10,000 | \$50 | \$50 | \$500,000 | \$8,395 | \$10 for 1903 | 9 1/2 % | \$40 buyers |
| Geo. Fenwick & Co., Limited | 6,000 | \$25 | \$25 | \$150,000 | \$10,517 | \$3.75 for 1903 | 7 1/2 % | \$48 sellers |
| Hongkong Ice Company, Limited | 9,000 | \$25 | \$25 | \$225,000 | \$5,844 | Interim of \$4 for 1904 | 7 1/2 % | \$10 buyers |
| Straits Ice Company, Limited | 2,000 | \$100 | \$100 | \$200,000 | \$1,283 | \$7 1/2 for second half year 1903 | 9 1/2 % | \$160 sales |
| Hongkong High-Level Tramways Company, Ltd. | 1,450 | \$100 | \$100 | \$145,000 | \$1,283 | \$20 for year ending 30.11.1903 | 7 1/2 % | \$20 buyers |
| Dairy Farm Company, Limited | 10,000 | \$7 1/2 | \$7 1/2 | \$75,000 | \$3,029 | \$4 for year ending 31.7.03 | 6 1/2 % | \$20 buyers |
| Campbell, Moore & Co., Limited | 1,000 | \$10 | \$10 | \$10,000 | \$506 | \$3 for 1903 | 8 1/2 % | \$37 buyers |
| United Asbestos Eastern Agency, Limited | 8,594 | (12/6) | (12/6) | none | £161 | 6d. per share for 1903 | 5 1/2 % | \$5 buyers |
| Bell's Asbestos Oriental Agency, Limited | 8,594 | (12/6) | (12/6) | none | \$180 | 60 cents for year ended 31.5.1904 | 9 1/2 % | \$10 buyers |
| Do. (Founders) | 100 | \$10 | \$10 | \$1,000 | | \$25.70 | 16 1/2 % | \$160 buyers |
| Tebrau Planting Company, Limited | 20,000 | \$5 | \$5 | none | Dr. \$12,551 | None | | \$1 buyers |
| Hongkong Steam Waterboat Company, Limited | 7,500 | \$10 | \$10 | none | \$1,548 | Interim of 70 cents | 8 % | \$90 buyers |
| China Light and Power Company, Limited | 30,000 | \$10 | \$10 | none | \$3,739 | None | | \$91 buyers |
| William Powell, Limited | 14,000 | \$10 | \$5 | none | \$4,757 | Interim of 50 cents for 1903/4 | 8 1/2 % | \$52 buyers |
| Steam Laundry Company, Limited | 10,000 | \$5 | \$5 | none | \$3,644 | 60 cents for year ended 31.5.04 | 9 1/2 % | \$61 sales |
| Maatschappij tot Mijn. Bosch- en Landbouw- exploitatie in Java, Limited | 25,000 | Gs. 100 | Gs. 100 | Tls. 314,669 | Tls. 27,187 | First quarterly of Tls. 10, paid 15.3.04 | 13 % | Tls. 310 buy |
| Shanghai Horse Bazaar Company, Limited | 5,000 | Tls. 50 | Tls. 50 | Tls. 11,143 | Tls. 10,247 | Second do. 15.10.04 | 7 1/2 % | Tls. 211 buy |
| Shanghai Pulp and Paper Company, Limited | 4,500 | Tls. 100 | Tls. 100 | Tls. 45,000 | Tls. 3,488 | Tls. 5 for 1903 | 9 1/2 % | Tls. 135 buy |
| Central Stores, Limited | 6,000 | \$15 | \$15 | \$90,000 | \$1,253 | Interim of Tls. 6.00 for 1904 | 7 1/2 % | \$23 sellers |
| Do. (Founders) | 123 | \$15 | \$15 | \$1,845 | | Interim of \$1.20 for 1904 | 7 1/2 % | \$100 |
| Do. (New Issue) | 24,000 | \$15 | \$15 | none | First year | Preferential of 7 per cent for 1904 | 7 1/2 % | \$74 sales |
| E. L. Mondon, Limited | 7,100 | Tls. 50 | Tls. 50 | none | Tls. 3,505 | Tls. 5 for 1903 | 12 1/2 % | Tls. 20 sellers |
| China Flour Mill Co., Limited | 4,000 | Tls. 50 | Tls. 50 | Tls. 20,000 | Tls. 1,942 | Tls. 6 for 1903 | 9 1/2 % | Tls. 65 sales |
| Katz Brothers, Limited | 10,000 | \$100 | \$100 | \$1,000,000 | \$375,000 | \$13 for 1903 | 9 1/2 % | \$135 buyers |
| Straits Trading Company, Limited | 250,000 | \$10 | \$10 | \$2,500,000 | \$83,403 | \$1 div. and 25 cents bonus for half year ended 30.6.1903 | 7 1/2 % | \$17 buyers |
| Fraser and Neave, Limited | 250,000 | \$10 | \$10 | \$2,500,000 | \$2,706 | \$5 div. and \$2 1/2 bonus for 1903 | 7 1/2 % | \$100 sales |
| Maynard and Company, Limited | 4,000 | \$10 | \$10 | \$40,000 | \$803 | \$2 for year ended 31.10.1903 | 7 1/2 % | \$26 sales |
| Shanghai & Hongkong Dyeing and Cleaning Co., Ltd. | 1,300 | \$50 | \$50 | \$65,000 | | First year | | \$50 |
| South China Morning Post Limited | 6,000 | \$25 | \$25 | none | Dr. \$39,030 | None | | \$21 |